

Final Environmental Impact Statement and Section 4(f) Evaluation

Appendix A

Part I- Record of Public Hearing

Part II - Comments to the Draft Environmental Impact Statement
and Responses

Fox River Bridge Crossings Kane County, Illinois



November, 2001

FOX RIVER BRIDGES
RECORD OF PUBLIC HEARINGS, COMMENTS TO THE DRAFT ENVIRONMENTAL
IMPACT STATEMENT AND RESPONSES

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A. PUBLICATIONS OF HEARING ANNOUNCEMENTS

1. Newspaper Publications of Notices of the Public Hearings.

A notice advertising the public hearings was drafted and distributed to four newspapers with circulation in the County, including one Spanish-language newspaper. Included in this section are Certificates of Publications from the newspapers indicating the date of publication of the advertisement, or, when certificates were not available, copies of the actual advertisement. The following table indicates the date on which each newspaper published the advertisement and which form of proof of publication was received.

<u>PUBLICATION DATE</u>	<u>NEWSPAPER</u>	<u>CERTIFICATE</u>	<u>CLIPPING</u>
June 30, 1998	<i>The Beacon News</i>		X
	<i>The Courier News</i>		X
	<i>The Daily Herald</i>	X	X
	<i>The Kane County Chronicle</i>	X	X
July 3, 1998	<i>El Conquistador</i>		X
July 7, 1998	<i>The Beacon News</i>		X
	<i>The Courier News</i>		X
	<i>The Daily Herald</i>	X	X
	<i>The Kane County Chronicle</i>	X	X
July 14, 1998	<i>The Beacon News</i>		X
	<i>The Courier News</i>		X
	<i>The Daily Herald</i>	X	X
	<i>The Kane County Chronicle</i>	X	X
July 17, 1998	<i>El Conquistador</i>		X
July 21, 1998	<i>The Beacon News</i>		X
	<i>The Courier News</i>		X
	<i>The Daily Herald</i>	X	X
	<i>The Kane County Chronicle</i>	X	X

ANNOUNCING...

PUBLIC HEARINGS on the FOX RIVER BRIDGE CROSSINGS

You are invited to attend a Public Hearing concerning the proposed Fox River Bridge Crossings in Kane County. The hearings will be held from 2:00 p.m. to 9:00 p.m. at the following locations:

Tuesday, July 14, 1998

Wredling School Gymnasium
Illinois Route 31 and Red Gate Road

Thursday, July 16, 1998

Mooseheart Academy Field House
Illinois Route 31 and Mooseheart Road

Wednesday, July 22, 1998

Randall Oaks Golf Club Ballrooms
Binnie Road west of Randall Road

Tuesday, July 28, 1998

Geneva Public Works Building
1800 South Street, Geneva, IL

The purpose of these hearings is:

- To present the proposed improvements of this project
- To obtain public input on the proposal

The Draft Environmental Impact Statement (DEIS) prepared for the project, supporting technical reports, and exhibits will be available for viewing at each hearing. Personnel will be on hand to discuss the project, answer questions, and record your comments. The DEIS may also be reviewed at the Division of Transportation offices, and at various libraries and municipal centers throughout eastern Kane County. Additional information is available on the Internet at www.kcdot.org.

If you are physically disabled and need assistance in attending, please call Ms. Linda Haines of the Kane County Division of Transportation (at least five days in advance) at (630) 584-1170, TTD (630) 232-5992, or FAX (630) 584-5265. Other questions about the hearings may also be referred to Ms. Haines.

All correspondence regarding this project should be sent to:



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60125
Attn: Fox River Bridges Study

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CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald Daily Herald Values

A Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been published daily in the Village of Carpentersville, East Dundee, West Dundee, (+ see left) County(ies) of Kane & McHenry and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village, County(ies) and State.

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5.

That a notice of which the annexed printed slip is a true copy, was published June 30, 1998 in said **DAILY HERALD**.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, INC., has caused this certificate to be signed by KENT JOHNSON, its Asst. Treasurer, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Kent Johnson
Assistant Treasurer

Control # 1243132

Sleepy Hollow
Gilberts
Algonquin
Lake In The Hills
Fox River Grove
Barrington Hills

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Tuesday, July 28, 1998	Location to be announced.

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All correspondence regarding this project should be sent to:



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175
Attn: Fox River Bridges Study

I, Roger F. Coleman, do hereby certify that I am the publisher of the Kane County Chronicle, a daily secular newspaper of general circulation published in the County of Kane and State of Illinois, and that the same has been regularly published for at least 12 months prior to the date of the first publication of the notice attached hereto. I further certify that a notice, of which the annexed is a true printed copy, has been regularly published in said newspaper 1 time(s) on the following dates:

6/30

I further certify that I am publisher of the Kane County Chronicle and that said newspaper is a newspaper as defined by the terms and conditions of Chapter 100, paragraph 1, et seq., Illinois Revised Statutes 1981.

Given under my hand at Geneva, Illinois, this 30th day of June A.D., 19 98.

Roger F. Coleman

Publisher

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IN WITNESS WHEREOF, the undersigned, the said **PADDOCK PUBLICATIONS, Inc.**, has caused this certificate to be signed by **KENT JOHNSON**, its Asst. Treasurer, at Arlington Heights, Illinois.

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BY Kent Johnson
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Given under my hand at Geneva, Illinois, this 14th day of July A.D., 19 98.

Roger F. Coleman

Publisher

ANUNCIANDO...

AUDIENCIAS PUBLICAS sobre los PUENTES QUE CRUZAN EL RIO FOX. Usted está invitado a asistir a las Audiencia Públicas relacionadas con las propuestas de los puentes que cruzan el Río Fox en el Condado de Kane. Las audiencias se realizarán de 2:00 p.m. a 9:00 p.m. en los siguientes lugares:

- | | |
|-------------------------------------|---|
| Martes, 14 de julio, 1998 | Wredling School Gymnasium
Illinois Ruta 31 y Red Gate Road |
| Jueves, 16 de julio, 1998 | Mooseheart Academy FieldHouse
Illinois Ruta 31 y Mooseheart Road |
| Miércoles, 22 de julio, 1998 | Salones de Baile del Club de Golf Randall Oaks
Binnie Road al oeste de Randall Road |
| Martes, 28 de julio, 1998 | Geneva Public Works Building
1800 South Street, Geneva, IL. |

El propósito de estas audiencias es:

- *Presentar las mejoras propuestas en este proyecto
- *Obtener la opinión del público sobre esta propuesta

El Informe Provisional de Impacto Ambiental (DEIS) se preparó para el proyecto, apoyando los reportes técnicos, y habrá exhibiciones en cada audiencia. Habrá personal para discutir el proyecto, responder preguntas y registrar sus comentarios. El DEIS puede también ser revisado en las oficinas de la División de Transporte, y en varias bibliotecas y centros municipales en la parte este del Condado de Kane. Información adicional esta disponible en el Internet en www.kcdot.org.

Si usted tiene incapacidades físicas y necesita ayuda para asistir a estas audiencias, por favor llame a la Sra. Linda Haines de la División de Transporte del Condado de Kane (cuando menos cinco días antes) al 630/584-1170, TTD 630/232-5992, o FAX 630/584-5265. Otras preguntas sobre las audiencias también pueden dirigirlas a al Sra. Haines.

Toda la correspondencia en referencia a este proyecto debe ser enviada a:



Kane County Transportation Division
41W011 Burlington Road
St. Charles, Illinois 60175
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Daily Herald

Daily Herald Values

A Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been published daily in the Village of Carpentersville, East Dundee, West Dundee, (+ See left) County(ies) of Kane & McHenry and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village, County(ies) and State.

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5.

That a notice of which the annexed printed slip is a true copy, was published July 21, 1998 in said **DAILY HERALD**.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, INC., has caused this certificate to be signed by KENT JOHNSON, its Asst. Treasurer, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Kent Johnson
Assistant Treasurer

Control # 1243132

Sleepy Hollow
Gilberts
Algonquin
Fox River Grove
Lake In The Hills
Barrington Hills

ANNOUNCING...

PUBLIC HEARINGS on the FOX RIVER BRIDGE CROSSINGS

You are invited to attend a Public Hearing concerning the proposed Fox River Bridge Crossings in Kane County. The hearings will be held from 2:00 p.m. to 9:00 p.m. at the following locations:

Wednesday, July 22, 1998

Randall Oaks Golf Club Ballrooms
Binnie Road west of Randall Road

Tuesday, July 28, 1998

Geneva Public Works Building
1800 South Street, Geneva, IL

The purpose of these hearings is:

- To present the proposed improvements of this project
- To obtain public input on the proposal

The Draft Environmental Impact Statement (DEIS) prepared for the project, supporting technical reports, and exhibits will be available for viewing at each hearing. Personnel will be on hand to discuss the project, answer questions, and record your comments. The DEIS may also be reviewed at the Division of Transportation offices, and at various libraries and municipal centers throughout eastern Kane County. Additional information is available on the Internet at www.kcdot.org.

If you are physically disabled and need assistance in attending, please call Ms. Linda Haines of the Kane County Division of Transportation (at least five days in advance) at (630) 584-1170, TTD (630) 232-5992, or FAX (630) 584-5265. Other questions about the hearings may also be referred to Ms. Haines.

All correspondence regarding this project should be sent to:



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attn: Fox River Bridges Study

ANNOUNCING...

PUBLIC HEARINGS on the FOX RIVER BRIDGE CROSSINGS

You are invited to attend a Public Hearing concerning the proposed Fox River Bridge Crossings in Kane County. The hearings will be held from 2:00 p.m. to 9:00 p.m. at the following locations:

Tuesday, July 14 1998	Wredling School Gymnasium Illinois Route 31 and Red Gate Road
Thursday, July 16, 1998	Mooseheart Academy Field House Illinois Route 31 and Mooseheart Road
Wednesday, July 22, 1998	Randall Oaks Golf Club Ballrooms Binnie Road west of Randall Road
Tuesday, July 28, 1998	Geneva Public Works Building 1800 South Street, Geneva, IL

The purpose of these hearings is:

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The Draft Environmental Impact Statement (DEIS) prepared for the project, supporting technical reports, and exhibits will be available for viewing at each hearing. Personnel will be on hand to discuss the project, answer questions, and record your comments. The DEIS may also be reviewed at the Division of Transportation offices, and at various libraries and municipal centers throughout eastern Kane County. Additional information is available on the Internet at www.kcdot.org.

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All correspondence regarding this project should be sent to:



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attn: Fox River Bridges Study

Certificate of Publication

ANNOUNCING...

PUBLIC HEARINGS on the FOX RIVER BRIDGE CROSSINGS

You are invited to attend a Public Hearing concerning the proposed Fox River Bridge Crossings in Kane County. The hearings will be held from 2:00 p.m. to 9:00 p.m. at the following locations:

- | | |
|-----------------------------|--|
| Wed., July 22, 1998 | Randall Oaks Golf Club Ballrooms
Binnie Road West of Randall Road |
| Tues., July 28, 1998 | Geneva Public Works Building
1800 South State St., Geneva, IL |

The purpose of these hearings is:

- To present the proposed improvements of this project
- To obtain public input on the proposal

The Draft Environmental Impact Statement (DEIS) prepared for the project, supporting technical reports, and exhibits will be available for viewing at each hearing. Personnel will be on hand to discuss the project, answer questions, and record you comments. The DEIS may also be reviewed at the Division of Transportation offices, and at various libraries and municipal centers throughout eastern Kane County. Additional information is available on the Internet at www.kodot.org.

If you are physically disabled and need assistance in attending, please call Ms. Linda Haines of the Kane County Division of Transportation (at least five days in advance) at (630) 584-1170, TTD (630) 232-5992, or FAX (630) 5684-5265. Other questions about the hearings may also be referred to Ms. Haines.

All correspondence regarding this project should be sent to:



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175
Attn: Fox River Bridges Study

I, Roger F. Coleman, do hereby certify that I am the publisher of the Kane County Chronicle, a daily secular newspaper of general circulation published in the County of Kane and State of Illinois, and that the same has been regularly published for at least 12 months prior to the date of the first publication of the notice attached hereto. I further certify that a notice, of which the annexed is a true printed copy, has been regularly published in said newspaper 1 time(s) on the following dates:

7/21

I further certify that I am publisher of the Kane County Chronicle and that said newspaper is a newspaper as defined by the terms and conditions of Chapter 100, paragraph 1, et seq., Illinois Revised Statutes 1981.

Given under my hand at Geneva, Illinois, this 21st day of July A.D., 19 98.

Roger F. Coleman

Publisher

2. Postcards

Invitations to the public hearings were mailed in the form of post cards to parties that had registered at one of the previous public meetings or had expressed interest in being on a mailing list. Approximately 1100 postcards were sent, though no attempt was made to identify duplicate addresses. Also, in the years since the list began, many of the parties had moved and the postcards were undeliverable. Shown on the following page is a copy of the postcard text and a canceled copy of a mailed postcard.

You are cordially invited to attend the Public Hearing on the Fox River Bridge Crossings project.

Hearings will be held between 2:00 PM and 9:00 PM at four locations:

Wredling School Gymnasium at Illinois Route 31 and Red Gate Road on Tuesday, July 14, 1998

Mooseheart Academy Field House at Illinois Route 31 and Mooseheart Road on Thursday, July 16, 1998

Randall Oaks Golf Club Ballrooms on Binnie Road west of Randall Road on Wednesday, July 22, 1998

Geneva Public Works Building, 2800 South Street on Tuesday, July 28, 1998

The Draft Environmental Impact Statement, supporting technical reports and exhibits are available for viewing. Staff will be available for answering questions. Your comments will also be solicited.

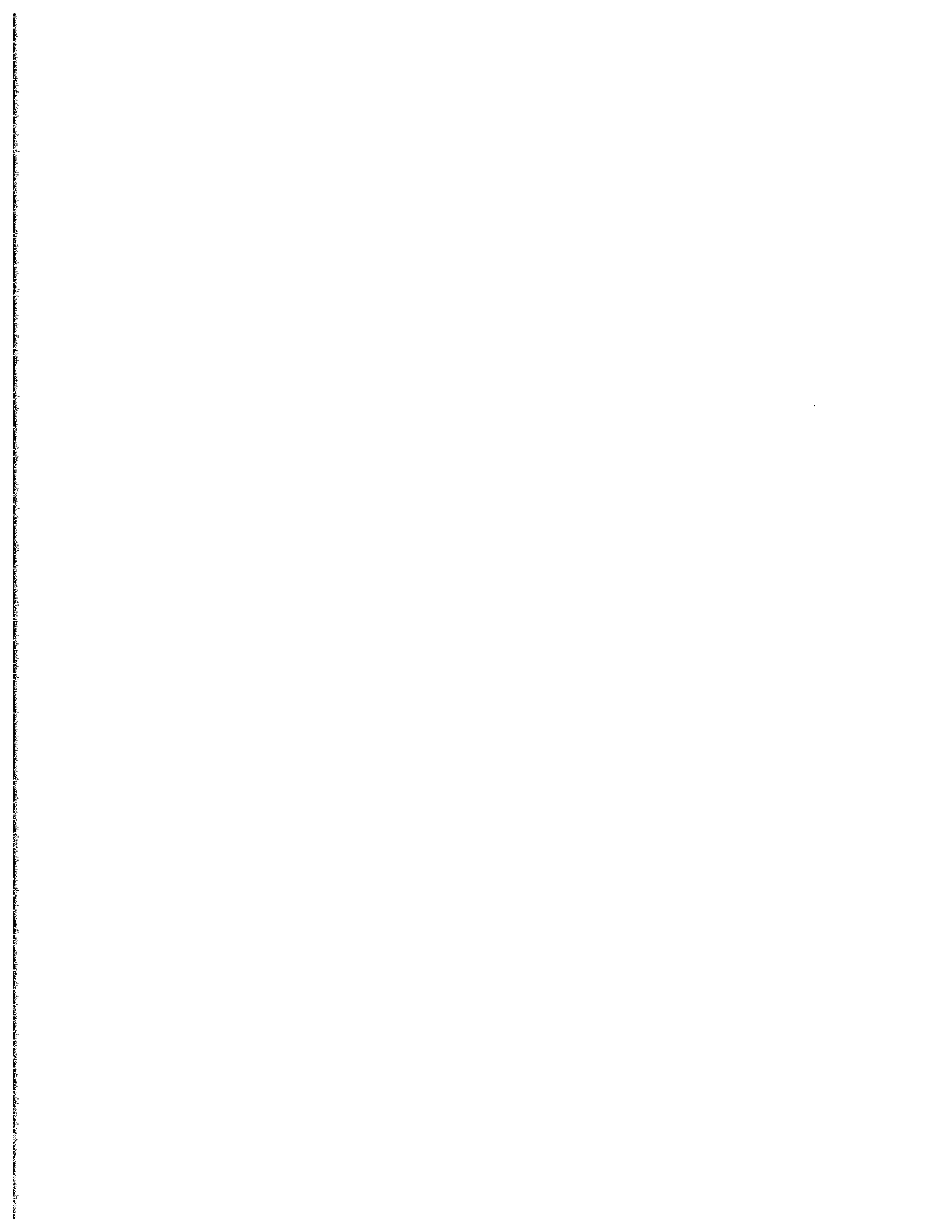
If you are physically disabled and need assistance in attending, please call Ms. Linda Haines at (630) 584-1170, TTD (630) 232-5992, or FAX (630) 584-5265. Other questions may also be referred to Ms. Haines.

Alfred Benesch & Company
205 N. Michigan Avenue
Boulevard Towers South
Suite 2400
Chicago, IL 60601



The Museum, University of Mississippi, Oxford

Brian Gabrielson
2004 Cumberland
St. Charles, IL



3. Letters to Organizations

Following are samples of the three types of letters sent as a transmittal to groups or individuals requesting copies of the DEIS. Letter No. 1 was transmitted to addressees at regulatory agencies. Letter No. 2 was transmitted to addressees at libraries, park and school districts, and municipal, township, and county government centers. Letter No. 3 was transmitted to addressees including elected officials, community interest groups, environmental and political action groups, transportation agencies and corporations, transportation study centers, and concerned citizens.

A copy of the mailing list, organized by letter type, is also attached. The letters of transmittal accompanying the mailing included an invitation to the public hearings, as well as the hearing date and locations.

SAMPLE COPY -- LETTER NO. 1

FOX RIVER BRIDGE CROSSINGS

Draft Environmental Impact Statement and Section 4(f) Evaluation
Federal Document No.: FHWA-IL-EIS-93-01-D/4(f)
Kane County, Illinois

June 12, 1998

Mr. ...
Address

Dear (**Addressee**):

On behalf of the Federal Highway Administration, pursuant to 42 USC 4332 et seq (National Environmental Policy Act of 1969, as amended), we are providing for your review and comment the Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS) for the construction of new bridges with approach roads across the Fox River in Kane County, Illinois. The proposed action studied in this DEIS is the construction of new crossings of the Fox River between the Kane/McHenry County Line and the Kane/Kendall County line in the eastern portion of Kane County, Illinois.

Written comments on the DEIS are due by August 10, 1998, and should be mailed to:

Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Attn.: Ms. Nancy L. Magnus

You are also invited and encouraged to attend one of a series of public hearings on the project, to be held:

Tuesday, July 14, 1998	Wredling School Gymnasium at Illinois Route 31 and Army Trail Road
Thursday, July 16, 1998	Mooseheart Campus Fieldhouse on Illinois Route 31 and Mooseheart Road
Wednesday, July 22, 1998	Randall Oaks Golf Club Ballrooms on Binnie Road west of Randall Road
Tuesday, July 28, 1998	Geneva Public Works Building, 1800 South Street, Geneva

The hearings will be in an Open House format from 2:00 p.m. to 9:00 p.m., and will be held in handicapped accessible locations. Information and exhibits will be available, and the project consultants and staff will be present to explain the project and answer questions. A stenographer will be present to take comments, and forms will be available to make written comments.

Copies of the DEIS are also being distributed to federal, state, and local agencies, interested persons and organizations with special expertise, and public libraries and municipal centers in eastern Kane County. The DEIS and copies of the technical reports prepared in support of the DEIS are available at the Central Office of the Illinois Department of Transportation in Springfield, the District Office of the Illinois Department of Transportation in Schaumburg, the Kane County Government Center in Geneva and the Division Office of the Federal Highway Administration in Springfield for public inspection, review and comment.

We look forward to your active participation in the NEPA process through your review, comments, and inquiries. Your cooperation in meeting the written review comment due date of August 10, 1998 for the DEIS is greatly appreciated. If you have any questions or would like to discuss the project in more detail, please contact William Barbel at 847-705-4122.

Very truly yours,

John P. Kos, P.E.
District Engineer



By:
Nancy L. Magnus, P.E.
Bureau Chief of Local Roads and Streets

NLM:mmo

Enclosure: DEIS

bcc: Dennis Johnson, Federal Highway Administration
Jeffrey Dailey, Kane County Division of Transportation
Darrell McMurray, IDOT, Central Bureau of Local Roads and Streets

SAMPLE COPY -- LETTER NO. 2

FOX RIVER BRIDGE CROSSINGS
Draft Environmental Impact Statement and Section 4(f) Evaluation
Federal Document No.: FHWA-IL-EIS-93-01-D/4(f)
Kane County, Illinois

June 12, 1998

M. ...
Address

Dear (**Addressee**):

On behalf of the Federal Highway Administration, we are providing you a copy of the Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS) for the construction of new bridges with approach roads across the Fox River in Kane County, Illinois. We ask that you make the enclosed copy of the DEIS available for public review and inspection through mid-September. Copies of the DEIS are also being distributed to federal, state, and local agencies, and to interested persons and organizations with special expertise. We have also enclosed a Public Hearing Notice for this project. We ask that you post it in a conspicuous location.

If you have any questions, please contact Tom Rickert of the Kane County Division of Transportation at (630) 584-1170.

Very truly yours,

John P. Kos, P.E.
District Engineer



By:
Nancy L. Magnus, P.E.
Bureau Chief of Local Roads and Streets

NLM:mmo

Enclosures: DEIS
Public Hearing Notice

bcc: Dennis Johnson, Federal Highway Administration
Jeffrey Dailey, Kane County Division of Transportation
Darrell McMurray, IDOT, Central Bureau of Local Roads and Streets

SAMPLE COPY -- LETTER NO. 3

FOX RIVER BRIDGE CROSSINGS
Draft Environmental Impact Statement and Section 4(f) Evaluation
Federal Document No.: FHWA-IL-EIS-93-01-D/4(f)
Kane County, Illinois

June 12, 1998

M. ...
Address

Dear (**Addressee**):

On behalf of the Federal Highway Administration, we are providing for your review and comment the Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS) for the construction of new bridges with approach roads across the Fox River in Kane County, Illinois. We are providing this document because of your special expertise, particular interest or involvement in this project.

Written comments on the DEIS are due by August 14, 1998, and should be mailed to:

Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Attn.: Ms. Nancy L. Magnus

You are also invited and encouraged to attend one of a series of public hearings on the project, to be held on the following dates:

Tuesday, July 14, 1998	Wredling School Gymnasium at Illinois Route 31 and Red Gate Road
Thursday, July 16, 1998	Mooseheart Campus Fieldhouse on Illinois Route 31 and Mooseheart Road
Wednesday, July 22, 1998	Randall Oaks Golf Club Ballrooms on Binnie Road west of Randall Road
Wednesday, July 28, 1998	Kane County Government Center Building A on Illinois Route 31 south of Illinois Route 38

The hearings will be in an Open House format from 2:00 p.m. to 9:00 p.m., and will be held in handicapped accessible locations. Information and exhibits will be available, and the project consultants and staff will be present to explain the project and answer questions. A stenographer will be present to take comments, and forms will be available to make written comments.

Copies of the DEIS are also being distributed to federal, state, and local agencies, interested persons and organizations with special expertise, and public libraries and municipal centers in eastern Kane County. The DEIS and copies of the technical reports prepared in support of the DEIS are available at the Central Office of the Illinois Department of Transportation in Springfield, the District Office of the Illinois Department of Transportation in Schaumburg, the Kane County Government Center in Geneva and the Division Office of the Federal Highway Administration in Springfield for public inspection, review and comment.

We look forward to your review, comments, and inquiries. Your cooperation in providing written comments before August 14, 1998 is greatly appreciated. If you have any questions or would like to discuss the project in more detail, please contact Tom Rickert of the Kane County Division of Transportation at (630) 584-1170.

Very truly yours,

John P. Kos, P.E.
District Engineer



By:
Nancy L. Magnus, P.E.
Bureau Chief of Local Roads and Streets

NLM:mmo

Enclosure: DEIS

bcc: Dennis Johnson, Federal Highway Administration (HD-IL)
Jeffrey Dailey, Kane County Division of Transportation
Darrell McMurray, IDOT, Central Bureau of Local Roads and Streets

Recipients of Letter No. 1 -- Regulatory Agencies

Mr. Mike MacMullen
U.S. Environmental Protection Agency, Region V
Planning and Assessment Branch (ME-19J)
77 W. Jackson Boulevard
Chicago, IL 60604

National Environmental Coordinator
U.S. Department of Agriculture
Natural Resources Conservation Service
Ecological Sciences Division
P.O. Box 2890
Washington, DC 20013

U.S. Department of Agriculture
Natural Resources Conservation Service
1902 Fox Drive
Champaign, IL 61820

U.S. Department of Health and Human Services
200 Independence Avenue
Room 615F
Washington, DC 20201

Mr. Jeff Mengler
U.S. Department of Interior
Fish & Wildlife Service
1000 Hart Road, Suite 180
Barrington, IL 60010

Regional Director, Great Lakes Region
U.S. Department of Transportation
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, IL 60018

Commander (OBR)
U.S. Department of Transportation
U.S. Coast Guard, Ninth District
1240 E. Ninth Street, Room 2019
Cleveland, OH 44199-2060

Mr. Joe Ettinger
Federal Transit Administration
200 W. Adams, Suite 2410
Chicago, IL 60606

Mr. Steve Hamer
Illinois Department of Natural Resources
524 S. Second Street
Springfield, IL 62701

Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW
Suite 809
Washington, DC 20004

U.S. Department of Agriculture
Kane-DuPage Soil & Water Conservation District
545 Randall Road
St. Charles, IL 60174

U.S. Department of Commerce
NOAA (National Geodetic Survey)
1315 East-West Highway
Silver Springs, MD 20910-3282

U.S. Department of Housing and Urban Development, Region V
77 W. Jackson Boulevard
Chicago, IL 60604-3507

Director, Office of Environmental Policy & Compliance
U.S. Department of the Interior
Main Interior Building, MS2340
1849 C Street NW
Washington, DC 20240

U.S. Department of Transportation
Office of Policy
Federal Railroad Administration
400 7th Street, Room 8302
Washington, DC 20590

Mr. Mitch Iscoe
U.S. Army Corps of Engineers
111 N. Canal Street
Chicago, IL 60606-7206

Illinois Bureau of the Budget
State House Room 108
Springfield, IL 62706

Illinois Department of Corrections
1301 Concordia Court
Box 19277
Executive Office Building
Springfield, IL 62706

Recipients of Letter No. 1 -- Regulatory Agencies

Ms. Deanna Glosser
Illinois Department of Natural Resources
600 N. Grand Avenue
Springfield, IL 62701

Illinois Department of Natural Resources
Office of Mines and Minerals
300 West Jefferson Street, Suite 300
Springfield, IL 62791-0137

Illinois Department of Natural Resources
Office of the Director
325 W. Adams Street, Third Floor
Springfield, IL 62704

Mr. Mike Miller
Illinois State Geological Survey
615 E. Peabody Drive
Champaign, IL 61820

Illinois Department of Natural Resources
Office of Water Resources
201 West Center Court
Schaumburg, IL 60196

Illinois State Water Survey
2204 Griffith Drive
Champaign, IL 61820-7495

Mr. Brian Wilm
Illinois Natural History Survey
607 Peabody Drive
Champaign, IL 61820

Illinois Department of Public Health
535 W. Jefferson Street, Floor 5
Springfield, IL 62761

Illinois Nature Preserves Commission
524 South Second Street
Lincoln Tower Plaza
Springfield, IL 62706

Mr. Bruce Yurdin
Illinois Environmental Protection Agency
2200 Churchill Road
Springfield, IL 62706

Illinois Department of Transportation
Division of Aeronautics
Capital Airport
Springfield, IL 62707

Illinois Transportation Archeological Research Program
109 Davenport Hall
607 South Mathews Street
University of Illinois
Urbana, IL 60801

Mr. Thomas Flattery
Illinois Department of Natural Resources
Office of Realty & Environmental Assessment
524 S. Second Street
Springfield, IL 62706

Illinois Department of Agriculture
Bureau of Farmland Protection
Division of Natural Resources
State Fairgrounds, P. O. Box 19281
Springfield, IL 62794-9281

Illinois Commerce Commission
160 N. LaSalle Street
Chicago, IL 60601

Ms. Anne M. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
500 E. Madison Street
Springfield, IL 62701

Illinois State Clearinghouse
State Single Point of Contact
Office of the Governor, State of Illinois
107 Stratton
Springfield, IL 62706

Recipients of Letter No. 1 -- Regulatory Agencies

Mr. Aristide E. Biciunas
Executive Director
Chicago Area Transportation Study
300 W. Adams Street
Chicago, IL 60606

Executive Director
Northeastern Illinois Planning Commission
222 S. Riverside Plaza, Suite 1800
Chicago, IL 60606

**Recipients of Letter No. 2 -- Libraries, Park and School Districts, Municipal, Township,
and County Government Centers**

Illinois State Library
Centennial Building, Room 275
Springfield, IL 62756

Village of Algonquin
2 S. Main Street
Algonquin, IL 60102

City of Aurora
44 East Downer Place
Aurora, IL 60507

Village of Barrington Hills
112 Algonquin Road
Barrington, IL 60010

Village of Bartlett
228 S. Main Street
Bartlett, IL 60103

City of Batavia
101 North Island Avenue
Batavia, IL 60510

Village of Carpentersville
1200 Besinger Drive
Carpentersville, IL 60110

Village of East Dundee
120 Barrington Avenue
East Dundee, IL 60118

City of Elgin
150 Dexter Court
Elgin, IL 60120

City of Geneva
22 South First Street
Geneva, IL 60134

Village of North Aurora
25 East State Street
North Aurora, IL 60542

Village of Sleepy Hollow
One Thorebred Lane
Sleepy Hollow, IL 60118

Village of South Elgin
10 North Water Street
South Elgin, IL 60177

City of St. Charles
2 East Main Street
St. Charles, IL 60174

Village of West Dundee
102 S. Second Street
West Dundee, IL 60118

Village of Wayne
P.O. Box 532
Wayne, IL 60184

Mr. Randall Vicek
Administrative Librarian
Algonquin Area Public Library
115 Eastgate Drive
Algonquin, IL 60102

Ms. Janet Plaza
Library Director
Aurora City Public Library
1 East Benton Street
Aurora, IL 60505-4299

**Recipients of Letter No. 2 – Libraries, Park and School Districts, Municipal, Township,
and County Government Centers**

Ms. Barbara L. Sugden
Librarian
Barrington Public Library
505 N. Northwest Highway
Barrington, IL 60010-3399

Ms. Margaret E. Cooper
Librarian
Batavian Public Library
335 West Wilson Street
Batavia, IL 60510

Mr. Paul Mechtenberg
Librarian
Dundee Township Public Library
555 Barrington Avenue
Dundee, IL 60118

Ms. Jeanne Hintz
Librarian
Geneva Public Library
127 James Street
Geneva, IL 60134

Mr. Paul Murphy
Librarian
Messenger Library
14 East State Street
North Aurora, IL 60542

Ms. Diana M. Brown
Librarian
St. Charles Public Library
1 South Sixth Avenue
St. Charles, IL 60174

Bartlett Park District
P.O. Box 8301
Bartlett, IL 60103

Mr. Ralph Voris
Batavia Park District
327 West Wilson Street
Batavia, IL 60510

Mr. Thomas Mammoser
Dundee Township Park District
21 N. Washington Street
Carpentersville, IL 60110

Mr. Dan Gooch
DuPage County Forrest Preserve District
185 Spring Avenue
Glen Ellyn, IL 60138

Mr. Charles Hosheit
Fox Valley Park District
P.O. Box 818
Aurora, IL 60507

Mr. Jon Duerr
Kane County Forest Preserve District
719 Batavia Avenue
Geneva, IL 60134

Mr. Steven Persinger
Geneva Park District
710 Western Avenue
Geneva, IL 60134

Mr. Jim Breen
St. Charles Park District
101 South Second Street
St. Charles, IL 60174

Township Supervisor & Clerk
Aurora Township
80 North Broadway
Aurora, IL 60505

Township Supervisor & Clerk
Batavia Township
101 North Island Avenue
Batavia, IL 60510

Township Supervisor & Clerk
Dundee Township
553 Barrington Avenue
Dundee, IL 60118

Township Supervisor & Clerk
Elgin Township
1814 Grandstand Pl.
Elgin, IL 60123

**Recipients of Letter No. 2 -- Libraries, Park and School Districts, Municipal, Township,
and County Government Centers**

Township Supervisor & Clerk
Geneva Township
2202 Gary Lane
Geneva, IL 60134

Township Supervisor & Clerk
St. Charles Township
1725 Dean Street
St. Charles, IL 60174

Elgin District U-46
355 East Chicago Street
Elgin, IL 60120

Batavia District #101
12 West Wilson Street
Batavia, IL 60510

Aurora West District #129
80 South River Street
Aurora, IL 60507

Aurora East District #131
417 Fifth Street
Aurora, IL 60505

Barrington District #220
310 East James Street
Barrington, IL 60010

Community Unit School District #300
300 Cleveland Avenue
Carpentersville, IL 60110-1943

Marmion Academy
1000 Butterfield Road
Aurora, IL 60504

Mooseheart School
Mooseheart, IL 60539-1088

St. Charles District #303
201 S. Seventh Street
St. Charles, IL 60174

Geneva District #304
400 McKinley
Geneva, IL 60134

Kane County Regional School Board of Trustees
719 South Batavia Avenue
Geneva, IL 60134

Recipients of Letter No. 3 -- Elected Officials, Community Interest Groups, Environmental and Political Action Groups, Transportation Agencies and Corporations, Transportation Study Centers, and Concerned Citizens

The Honorable J. Dennis Hastert
Congressman
27 North River Street
Batavia, IL 60510

The Honorable Richard Durbin
U.S. Senator
230 S. Dearborn Street
Chicago, IL 60604

The Honorable Carol Mosley Braun
U.S. Senator
230 S. Dearborn Street
Chicago, IL 60604

The Honorable Doris Karpel
State Senator
400 West Lake Street, Suite 220
Roselle, IL 60172

The Honorable Mary Lou Cowlshaw
State Representative
552 South Washington Street, Suite 119
Naperville, IL 60566

The Honorable Doug Hoeft
State Representative
24 Douglas
Elgin, IL 60120

The Honorable Suzanne Deuchler
State Representative
1128A Prairie Street
Aurora, IL 60506

The Honorable Pat Lindner
State Representative
24 Douglas
Elgin, IL 60120

The Honorable Steve Rauschenberger
State Senator
24 Douglas
Elgin, IL 60120

The Honorable Chris Lauzen
State Senator
P.O. Box 111
Geneva, IL 60134

Ms. Nancy Reeves
Facts About Bridges
5N812 Pearson Drive
St. Charles, IL 60174

Chicagoland Bicycle Federation
343 S. Dearborn Avenue
Suite 1017
Chicago, IL 60604

League of Illinois Bicyclists
417 South Dearborn, Suite 1000
Chicago, IL 60605-1120

Ms. Kathy Lacey-Anderson
Friends of the Fox River
P.O. Box 1314
Crystal Lake, IL 60039-1314

League of American Bicyclists
1216 Olive Road
Homewood, IL 60430

Fox Valley Land Foundation
1130-K Yew Court
Elgin, IL 60120

Nature Conservancy
8 S. Michigan Avenue
Chicago, IL 60603

**Recipients of Letter No. 3 -- Elected Officials, Community Interest Groups,
Environmental and Political Action Groups, Transportation Agencies and
Corporations, Transportation Study Centers, and Concerned Citizens**

Openlands Project
220 South State Street, Suite 1880
Chicago, IL 60604

Sierra Club
506 South Wabash Avenue, Suite 505
Chicago, IL 60605

Mr. Tom Rickert
Kane County Council of Mayors
41 W011 Burlington Road
St. Charles, IL 60175

Burlington Northern Santa Fe Railroad
1670 Henderson Street
Galesburg, IL 61401

Ms. Michelle Dick
DuPage County Council of Mayors
1220 Oak Brook Road
Oak Brook, IL 60523

Mr. Tom Zeinz
Illinois Central Railroad
17641 Ashland Avenue
Homewood, IL 60430-1345

Mr. Jim Harrel
Union Pacific Railroad
1416 Dodge Street, Room 110
Omaha, NE 68179-1100

Ms. Mary McCreadie
Transportation Center
Northwestern University
1935 Sheridan Road
Evanston, IL 60208-2300

Environmental Law and Policy Center
35 East Wacker Drive
Suite 1300
Chicago, IL 60601-2208

Mr. Chuck Tokarski
County Engineer
DuPage Division of Transportation
130 N. County Farm Road
Wheaton, IL 60187

The Honorable Gayle Franzen
DuPage County Board Chairman
421 N. County Farm Road
Wheaton, IL 60187

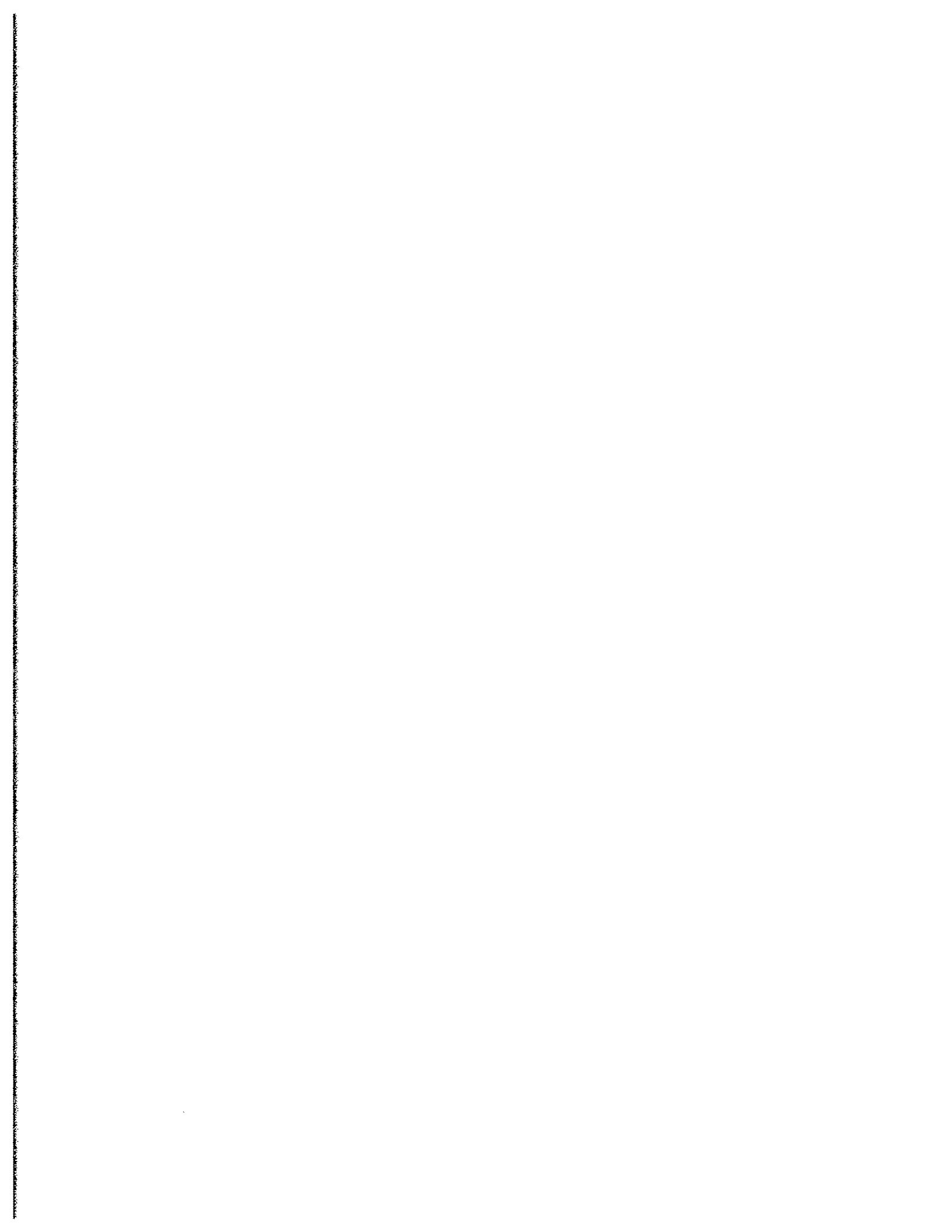
Mr. Gary Foyle
Director of Planning and Analysis
Metra
547 W. Jackson Boulevard
Chicago, IL 60661

Mr. Michael P. Magnuson
McHenry County Highway Department
P.O. Box 669
Woodstock, IL 60098

Mr. Ron Shimizu
Regional Transportation Authority
181 W. Madison Street, Suite 1900
Chicago, IL 60602

Mr. Dennis Dal Santo
Pace
550 W. Algonquin Road
Arlington Heights, IL 60005

Ms. Day Waterman
Fox Valley Land Foundation
204 S. River Street
South Elgin, IL 60177



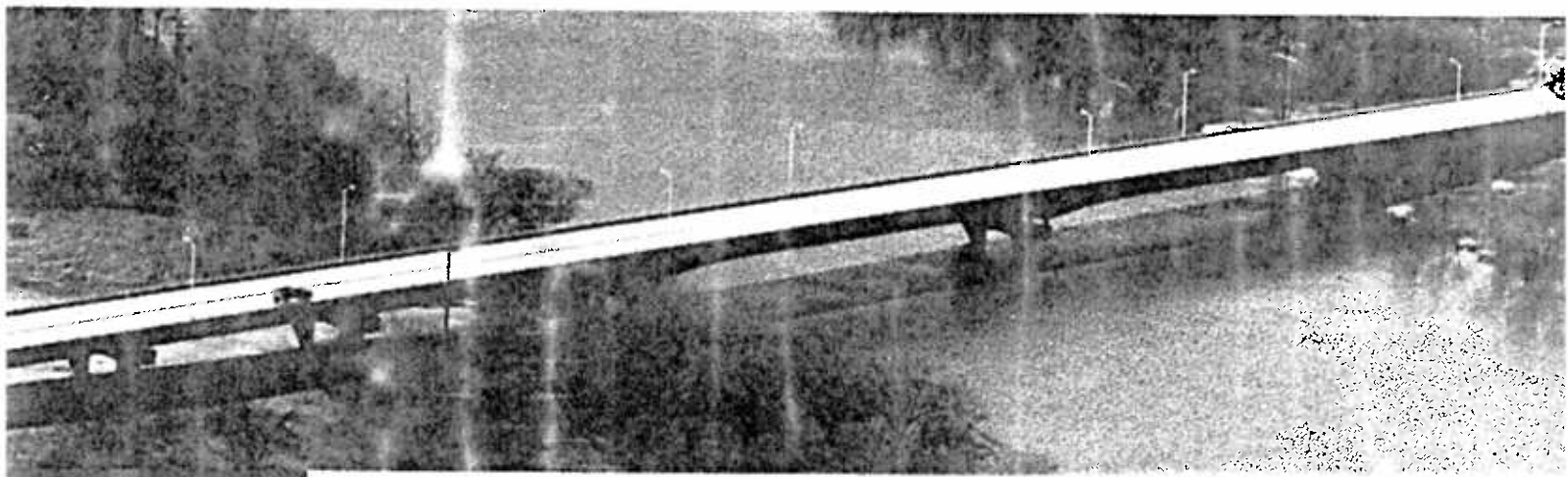
B. HANDOUT

The following pages are copied from the brochure titled "Fox River Bridge Study News". This brochure, published by the Kane County Division of Transportation, was available at the four public hearings held in July, 1998.

FOX RIVER BRIDGE STUDY NEWS

SUMMER 1998

THE KANE COUNTY DIVISION OF TRANSPORTATION



NEED FOR NEW BRIDGES ESTABLISHED

CONTENTS

Need For New
Bridges
Established

Population and
Traffic Growth

Proposed Bridge
Alternatives

Bridge Crossing
Impacts

Schedule for
Decisions and
Construction

Settlers first built wood bridges which gave way to the 1870's era iron bridges, and these have been replaced with concrete and steel bridges. Today there are 22 bridges spanning the Fox River in Kane County. The bridges constructed in recent years include the Illinois Street Bridge in St. Charles (built in the late 1950's), the Interstate I-88 and I-90 bridges (built in the 1960's), the two-lane Prairie Street Bridge in St. Charles built in 1994, and the four-lane Labyan Parkway Bridge constructed by the Kane County Division of Transportation in 1973.

The surge in development on the west side of the Fox River in the 1990's resulted in increased traffic congestion and need for access. Kane County responded to these issues in several steps. The first was to verify a need for action. The 1990 Fox River Bridge Study, commissioned by the Fox River Bridge Advisory Committee, showed the need for additional bridges on the Fox River in Kane County. The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) subsequently funded an Environmental Impact Statement (EIS) and Section 4F Evaluation to study five Kane County proposed bridge corridors. An EIS is a federally mandated

disclosure document required for any projects involving federal funds that may significantly affect the man-made or natural environment.

The purpose of the EIS is to evaluate a series of transportation improvements to provide access across the Fox River. Transportation improvement alternatives were developed to meet the following purpose and need requirements:

- (1) To enhance Kane County's transportation network by reducing congestion and providing alternate and more direct routes;
- (2) To serve existing land uses in Kane County through efficient access to central business districts, public services, and employment and commercial centers;
- (3) To serve proposed land uses outlined in Kane County's 2020 Land Resource Management Plan, which encourages compact, contiguous growth in the eastern portions of Kane County while preserving the rural qualities of the western portion.

Transportation improvement alternatives include *No Action* - no build alternative, *Congestion Management* - improve transit and existing transportation facilities, and *build alternative* - building additional bridge crossings.

continued on next page

The results of the EIS show that the *Build Alternative* is the only option found to address the above purpose and need. It is important to note that during the study, the alternatives that have remained under consideration are those that meet the purpose and need and do not create unacceptable impacts. The impacts studied include those that may affect the natural environment, as well as private residences, businesses, and public and private properties. In each corridor the bridge alternatives will include, where possible, bicycle and pedestrian accommodations. The Kane County Board will use information generated by the EIS to determine and prioritize which river crossings should be built. Extensive involvement by the public, public officials, and many resource and regulatory agencies was considered in the evaluation of the bridge corridors.

The tables below show population growth and various bridge capacities and traffic projections for the year 2020. All of these bridges will be over capacity by the year 2010.

POPULATION GROWTH

	1990	2020	%Change
DuPage	781,639	1,002,513	28%
Kane	317,435	540,672	70%
McHenry	183,210	336,488	84%
Will	357,301	727,464	104%
Chicago Metro	7,261,094	9,044,944	25%

Source: Northeastern Illinois Planning Commission

REGIONAL BRIDGE CAPACITIES & PROJECTIONS

Crossings	Capacity	1997	2020	Deficiency
IL 62	30,000	28,000	65,000	35,000
IL 72	24,000	21,000	46,000	22,000
IL 64	30,000	28,000	48,000	18,000
IL 38	24,000	25,000	43,000	19,000
Fabyan	30,000	25,000	52,000	22,000
IL 56	13,000	15,000	25,000	12,000

Source: Kane County Division of Transportation



Illinois Route 64 in downtown St. Charles during evening rush hour.

PROPOSED BRIDGE ALTERNATIVES

Following are descriptions of the five bridge corridors that are under consideration at this time.

NORTH REGION

Bolz Road Corridor in the Villages of Carpentersville and Algonquin

The proposed Bolz Road Bridge and roadway would consist of two 12-foot lanes in each direction separated by an 18-foot median. The road will be about 5.6 miles long with signalized intersections at Huntley Road, Randall Road, Sleepy Hollow Road, Illinois Route 31, Illinois Route 25 and Illinois Route 61. The estimated cost* of this project in 1998 dollars is \$55 million.

CENTRAL REGION

Chicago Central & Pacific (CC&P)/Stearns Road Corridor in the Village of South Elgin

The proposed CC&P/Stearns Road Bridge and roadway would consist of two 12-foot lanes in each direction, separated by a four-foot median. Signalized intersections would be located at Randall Road, McLean Boulevard, Illinois Route 25, and Dunham Road. The intersections of Illinois Route 25 with Dunham Road and Dunham Road with Stearns Road would be realigned into one intersection. The proposed roadway would continue east of the intersection to join an improvement to Stearns Road planned by DuPage County for construction in 1998. There will be no intersection with Illinois Route 31. The length of this improvement will be 4.6-miles. Its estimated cost* in 1998 dollars is \$66 million.

Red Gate Road Corridor near the City of St. Charles and the Village of Wayne

The Red Gate Road corridor has three alignment options under consideration at this time. The two northerly alignments consist of two 12-foot lanes in each direction, separated by a four-foot median. The major intersection improvements will be at Randall Road, Illinois Route 31, and Illinois Route 25. These alignments then join the CC&P/Stearns Road alignment for the intersection improvement to Dunham Road, Illinois Route 25, and Stearns Road, for a 5.8-mile long improvement.

The southerly alignment is a two-lane roadway connecting Red Gate Road with Army Trail Road. Intersection improvements are proposed for Randall Road, Illinois Route 31, Illinois Route 25, and Dunham Road. The length of this improvement is 4 miles. The estimated cost* of this project in 1998 dollars is \$77 million for the two northerly alignments and \$41 million for the southerly alignment.

Chicago and Northwestern (C&NW)/Dean Street Corridor in the City of St. Charles

The proposed C&NW/Dean Street Bridge and roadway corridor would consist of two 13-foot lanes. Intersections with traffic signals would be provided at Randall Road (the western terminus), Dean Street, and Illinois Route 64 east of the Fox River (the eastern terminus). No intersection would be provided with Illinois Route 31 or Illinois Route 25. The length of this improvement is 1.9 miles. The estimated cost* of this project in 1998 dollars is \$26 million.

SOUTH REGION

Illinois Route 56/Oak Street Corridor in the Village of North Aurora

The proposed Illinois Route 56/Oak Street typical cross section consists of two 12-foot lanes in each direction. East of Hart Road, the median will be 50 feet wide. West of Hart Road, an 18-foot median will be provided. Intersections with traffic signals are proposed at Orchard Road (the western terminus), Randall Road, Illinois Route 31, Illinois Route 25, and Kirk Road. At Kirk Road the roadway cross section will match the existing Illinois Route 56. The length of this improvement is 5.2 miles. The estimated cost* of this project in 1998 dollars is \$34 million.



* Estimated cost includes engineering, right of way and construction

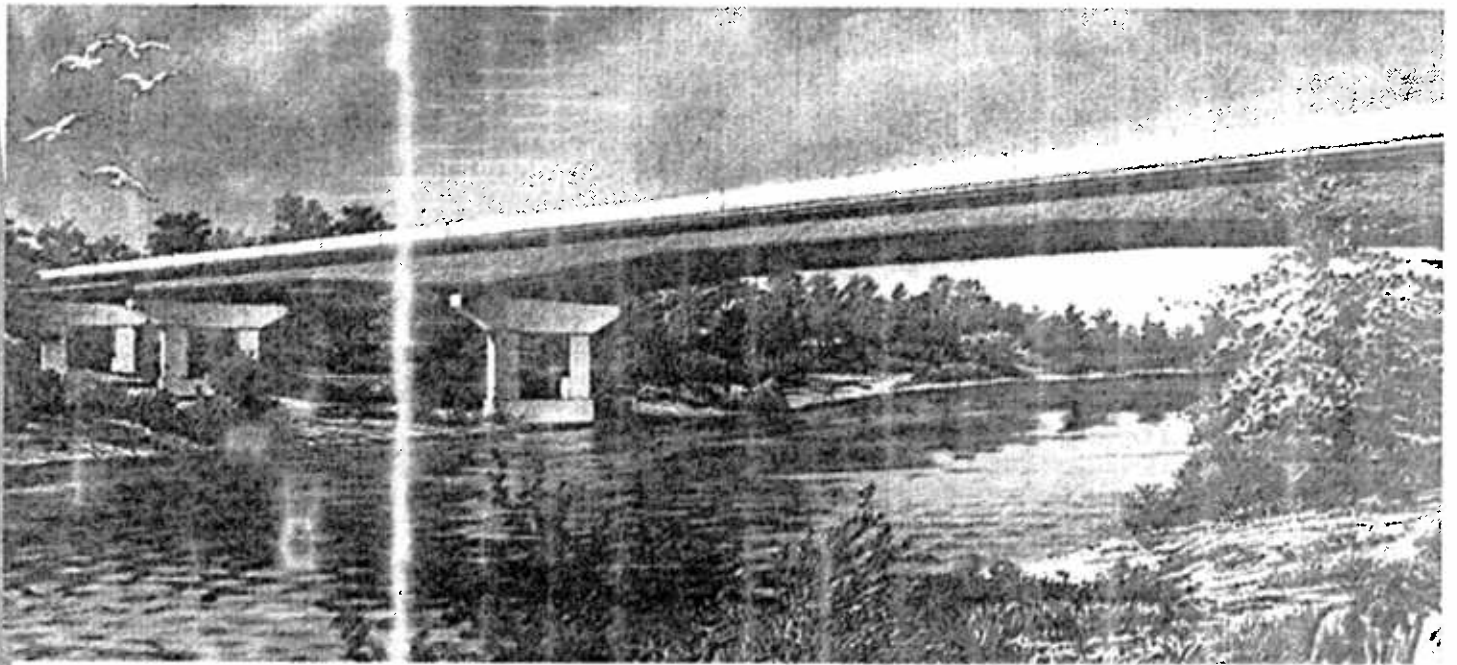
BRIDGE CROSSING IMPACTS

Providing new bridge capacity can provide more direct routes to destinations, reduce congestion, accidents and air pollution, while improving response time for police, fire, and emergency services. Coordination with the Kane County Land Use Plan means that the new bridges will enhance access to existing land uses and preserve the historic integrity of our downtown areas.

The disadvantages of constructing new bridges include increased traffic noise in some locations, impacts to wetlands and historic sites, and inconsistencies with some local land use plans. In addition,

new bridge corridor construction will impact homes and businesses.

However, the EIS establishes approximate corridor areas and identifies potentially impacted properties. In many cases, the exact impact to properties will not be known until the detailed design phase. It is anticipated that only a few corridors will be selected and given high priority by the County Board. After this decision is made, every effort will be made to accommodate affected property owners in a timely manner. A standard acquisition process will be used to ensure fair and equitable treatment.



SCHEDULE FOR DECISIONS AND CONSTRUCTION

The Kane County Board is scheduled to select bridge corridors and priorities in October 1998, after the public hearings and review of all comments. These corridors and priorities will then be incorporated into the EIS and forwarded to the Federal Highway Administration for final review and a record decision.

Following the record decision, the County will initiate an engineering study to identify the exact property boundaries for the project. The land acquisition process will then be initiated necessary. The actual construction of the bridges is subject to available funding and has not yet been determined.



**KANE COUNTY DIVISION
OF TRANSPORTATION**

41W011 Burlington Road
St. Charles, IL 60175
Phone (630) 584-1170
FAX (630) 584-5265



C. RECORD OF THE PUBLIC HEARINGS, JULY, 1998

In July 1998, public hearings were held at four locations within Kane County. The locations for the hearings were chosen to make sure that each region was represented and that people potentially affected by each proposed bridge location had reasonable access to the public hearing process. Hearings were held on these dates:

- Tuesday, July 14, 1998, at Wredling School in South Elgin
- Thursday, July 16, 1998, at Mooseheart Academy in North Aurora
- Wednesday, July 22, 1998, at Randall Oaks Golf Club in West Dundee
- Thursday, July 28, 1998, at the Geneva Public Works Building

All hearings were held from 2:00 p.m. to 9:00 p.m. The hearings were held in an "open house" format, with no formal presentation given. Rather, exhibits related to overall project and to each corridor were displayed, with consultants on hand to answer questions as attendees reviewed the exhibits.

1. Sign-in Sheets

The attached sign-in sheets, located at the entrance to each hearing location, were used to record the name, address, and affiliation of each person attending the hearings.

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Mary Krasner	540 Fieldcrest Dr, West Chgo 60185
SCOTT + TRISH CROCKE	71625 WOODCLIFF DR. S.E.
Tom Paris	Beverly Hills
JOHN & PATT SCHMUCKAL	362612 RED OAK
Gerald D. Regan <i>Plato Top Supervisor</i>	P.O. Box 70127 Plato Center IL 60176
Julia K Henderson	74432 Rt 31 Rt 1-Box 41 S. Elgin, IL
D C Froyd	60911 ROUTE 25 ST. CHARLES,
Robert L. Soderstrom	
Wayne Walters	60010 17th 25th ST. CHARLES,
BETH DESANTO	74021 Rt 25 ELGIN IL 60120
George Paulson	60084 Glenview Dr
Janice Elliot	227 Bolz Rd. Carpentersville

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wiedling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Brian Hill Kane & Chronicle	
BARBARA STEFFER	KANE-DUPREE SOIL & WATER CONSERVATION District 545 S. Randall Rd St Charles 60174
Virginia Hargrave	7N398 Route 31, So. Elgin 60177
Rodger Henderson	7N452 Rt 51 So Elgin
Rick SAESMANNSHAUSEN	6N911 Rt. 25 St. Chas.
Mr & Mrs. Swanson	35W347 Elder Ave. St. Char.
DON HAINES (TRIBUNE)	1005 PRAIRIE ST. ST. CHARLES
SANDRA VILLWOCK	ST. CHARLES. 4102 ST. ANDREWS CT
Thomas W. Merritt, Jr	P.O. Box 929 St. Charles Ill. 60174
DICK NOREN	4N815 CIRCLE DR. ST. CHARLES, IL 60175
GINI GRANT OLSON	5N821 ROUTE 25 ST. CHARLES 60174
C JOHN OLSON	5N821 RT 25 ST CHARLES 60174

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 1, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
TED ANASTAPoulos	2815 Royal Ashdown Ct ST CHARLES, IL. 60174
TONY ANDERKIS	41 Chestnut Lane Oak Brook IL. 60523
Edward Westhoven	35W521 Paisans Rd. West Dundee Ill 60118
MARCEL "Bill" GACHENAUER	421 S 180th St STGEH
Bob Derocher	Tribune
Karen Sibigtroth	223 Botz Rd Carpentersville, IL 60110
Dick Villwack	4102 St. Andrew Ct St. Charles
Kathie Connolly Wayne Historic Sites Commission	32W670 Rochefort Lane Wayne IL 60184
Jim Demer	38W686 Foxwood Lane St. Charles, Ill 60175
Meg & Gary Withall	5N690 Sunny Rd. Wayne, IL 60184
Jack & Mary Krainand	709 W. 3rd Ave St Charles IL 60174
St. J. Newell	STEVEN J NEWELL 1422 MAPLE LANE Elgin, Ill 60123

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998

Location: Wedling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
<i>Laural Henderson</i>	61490 Oak Rd Wayne, IL 60184
DIANA CORNELISSEN	351 SOUTH DR. SOUTH ELGIN
<i>Kenneth Cornelsen</i>	351 SOUTH DR. SOUTH ELGIN
<i>Tam Schuber</i>	1000 Randall Rd Geneva
<i>William Grossklag</i> <i>William Grossklag</i>	34W940 ARMY TRAIL ST. CHARLES
DON BOHLIN	ELGIN, ILL.
<i>Ron Johnson</i>	1602 OAK ST ST CHARLES
H. DAVID NEWKIRK	6N291 Woodland Rd St. Charles, Ill. 60175
<i>Eileen Phipps</i>	Village of Wayne President
<i>Daniel P. Foltyniewicz</i>	RMA, Inc. Lombard, IL 60148
LARRY CZERWINSKI	5N117 Fox Bluff Ct.
<i>Rick Smeaton</i> Kane County Dev. Dept.	719 S Batavia Ave Geneva Kane County Gov. Building A

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
MARY ANNE PEREZ	6N 010 OAK RUN CT. ST. CHARLES, IL 60175
ROLF E. FREDRICK	7N881 PHAR LAP DR. ST CHARLES, IL 60175
GREG CHISMAR	CITY OF ST. CHARLES 2 EAST MAIN STREET.
DEBORAH JAHN	BEDGATE RD, ST. CHARLES
RA GRAY	31W775 Army Trail Rd WAYNE
Bette Koehler	5N600 Pk. 25 St. Charles
Jill Koehler	5N600 Pk. 25 St. Charles
Mally Ziegler	38W023 Weatherfield Elgin IL 60123
Elaine J. Bielek	430 S. 13th St St. Charles, IL
CAROL WPAKAW	7N375 WHISPERING WILLOWS ST. CHARLES, IL 60174
Marilyn Bohm	811 Garfield Ave Aurora, IL 60506
BOB BLANCELY	33W050 Behles Way Wayne, IL 60184

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wreding Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Tim Plonczyusk, ^{CDM} CDM Village of Bartlett	228 S. Main St. Bartlett, IL 60103
FRANK PAUBEK	319 Chestnut Ave
Nancy Vassar	21 Thorndale Ct D. Elgin 60177
DENNIS AMMONS	6N656 Rt 25 mülberg & dless St Charles IL 60174 ^{P.O. #437} _{So Elgin, IL 60}
Pete Koehler	4N 889 Redwood Ln ST. CHARLES IL 6017
Jerry MAHOLLAND	1750 FOREST RIDGE RD ST CHARLES 60174
Ruby Rublow	1400 Twombly #1500 DeKalb, IL 60115
Leon Coffee	726 W Downer Curwood 60506
Anthony L. Quinonez	37 W 363 Red Gate Rd
Ernest Carroll	33 W 510 Hub Rd. Mayme
Witold J. Puchik	430 So 13 th St. ST. CHAS
Helen Kramer	35 W 814 Bluebell Dr St Charles 60173

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrangling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
<i>Ruth Walker</i> Trustee, Wayne Village	1347 195 th Wayne Ill 60184
<i>Audriana Sinters</i>	
MARK WEILER ALEX WEILER	P.O. Box 1224 WAYNE IL 60184
DAN Stellato	1348 MIDWAY AVE. ST. CHARLES, IL 60174
JUDY DesLAURIERES	621 Fox Glen Drive St Charles, IL 60174
<i>Nancy Reeves</i>	5N 812 Pearson Wayne
<i>Norman A. Beeh</i>	628 So Cuth St. St. Charles
DAN WALTERS	545 MEDFORD DR S. ELGIN IL 60177
<i>Matt Koenen</i>	City of St Charles 2 E Main St SC 60174
JOHN VASSAR	21 THORNDALE CT SOUTH ELGIN, IL 60177
<i>Patricia Blakely</i>	33 W 050 Berles Way Wayne IL 60184
<i>Reynhold Ehrman</i>	35W814 BLUFF DRIVE ST. CHARLES, ILLINOIS 60175

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
CHARLES LECKINGER	60086 Woodview Ln St Charles, IL 60175
John W Brown	33 W 794 Main Bay Ln 60184
Donna Isbell	525 Longmeadow Creek St. Charles, IL 60177
Mary Ouel	60015 River Dr St. Charles, IL 60175
Robt. + Cathy Schiller	705 Redden Court St. Charles, IL 60174
Greg Tomlin	36 W 927 REDGATE Rd St. Charles IL 60175
Angelo Bravos	35 W 991 River Grange
Roger Hotburn	145 Bunker Hill Ave S. Elgin 60177
Donna J. Reed	30 W. 173 White Oak Lane Wayne, IL 60184
Kathleen Kroll	7 N 151 Rt. 25 Elgin IL 60120
Allen A. Johnson	1307 50th St Pietz
Margie Kowal	60210 Riverside St. Charles -

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wedding Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
DAVID L. NÄHLING	5 ^N 170 BLUFF DRIVE
ACCAN A. ERICSSON	6W 015 RIVER PR.
Eric A. Krol	Daily Herald
Elizabeth Johnson	13165. 4 th St
Richard C. Kawa	64210 Riverside Dr. St Charles IL 60174
Cathy Bauer	5N441 E. Ridgewood Dr. St. Charles -
Marian L. Eastman	366601 Red Gate Rd.
Noonie Benton	5N19 Elm, Wayno
BARBARA RASK	6N385 FESSEY ST. CHARLES
Yvonne Mitchell	515 Walnut Street St Charles -
Susan Majka	926 Foxglen Dr. St. Charles 60174
Mrs. Gruchy	

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Bob Hupp, City of St. Charles	2 E. Main St., St. Charles
DUNHAM NORTH HOMEOWNERS ASSOC. JEFF PETSINGER, WAYNE	320567 ROCHEFORT LANE WAYNE, IL 60184
VERNA WILSON	27 WHITE OAK CIRCLE S-C
JOHN PETERSEN	7 N 84 KEARNS ST. S. ELGIN.
Lois SADIGH	St. Charles 50730 E. Ridgewood Dr.
Julie C. Gray	370775 Arney Trail Rd. Wayne, IL
DON NIX	8 TEMPLE GARDEN CT. ST. CHARLES.
Dan Hudson	7N479 Rt. 25 Elgin, IL.
Duane Carlson	716 Westfield Dr. St. Charles.
WILLIAM LARSEN	St 6N201 WILLOW DR. CHARLES
WILLIAM MICELI	6N074 RIVERSIDE DR ST. CHARLES
Diane Miceli	6N074 Riverside Dr 584-2047

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 4, 1998 Location: Wreeding Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Sam & Joe GIAGNORIO	32W 440 DEBBY ES WAYNE ILL.
Paul & Kay Jhamaker	35W 606 COTTAGE HILL LN ST. CHARLES, IL 60174
Scott Patterson	St Charles 36W 601 Redwood Rd
Dan Olson, City of St. Charles	2 E. Main St. St. Charles 60174
Anger B. Petersen	7N084 Kearns St. S. Elgin Ill. 60177
Ron Winsor	266 Sedgewick Circle St Charles 60174
Elizabeth Gray	31W775 Army Trail Rd Wayne IL 60184
Michael Benshish	23 Thorndale Ct. South Elgin, IL 60177
MR & MRS VAITECA CALADEK	6N 432 OAKWOOD DR ST. CHARLES.
Sharon Hansen	5N 260 POWIS Rd. Wayne 60184
Terry Cross	6N137 Emily Ln St. Charles 60174
E. J. Bellack	32W180 GLOS WAYNE

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 4, 1998 Location: Wieding Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
FRAN KOSTEL SUPERINTENDENT of schools DISTRICT 303	201 S. 7TH ST ST. CHARLES
CHESTER BURGA Keane, Inc	35 W 769 HIGHVIEW CT ST. CHARLES 60175
DAVID L. STURN MARY ANN STURN	1120 Woodcliff S. Elgin, IL 60177
Ben and Julie Lee	701 REDDEN CT. ST. CHARLES, IL
Laura McDaniel	5 W 210 Meadow Dr St. Charles
CARL JOHANSSON	35 W 804 HIGHVIEW CT. ST. CHARLES, IL 60175
ANDY STOPKA	82063 FALCON TX. ST. CHARLES, IL 60175
Mary Beth Nolan	DAILY HERALD
Richard & Charline Stem	591 E. THORNDALE LN SOUTH ELGIN
JIM MARTIN	609 So. 6 th AVE - ST- CHARLES, IL 60174
Marguerite MARGUERITE J. JENSEN	34 W 606 ARMY TRAIL ROAD WAYNE FL. 60184
Jim Kull	508 Oxmoor Ct. St. Charles, Il. 60175

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Jackie Tunison Wayne Community Assn.	5N773 Dunham Trails Rd. Wayne, IL 60184
MAT PURBANA	904 Fern. St. Charles, IL 60174
Bill McKay	42 HIBGATE ST. CHARLES
Joanna Medwick	6N642 WILLOWBROOK DR ST CHARLES, IL 60175
LOCILLE BELLACK	32W180 6105 WAYNE 60184
FEROZ NATHANI	Mc Donough Assoc.
Lorraine Green	7N 327 RT 31 S-Elgin, IL 60177
Mrs Mrs Patene	StC
William T JENSEN JR	34W606 ARMY TRAIL-WAYNE
Judy JOSS	5N1699 E. Ridgewood
Ding Jones	6N491 Fox River Ave St Charles
Kenneth R Thorn	6N1491 Fox River Ave St. Charles

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrething Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
JOHN FRASER FAB	5 N 636 RT 25. ST. CHARLES, IL 60174
Jan Devore	2175. 2nd St. ST-C 60174
ALAN ROLoff	824 Casey Lane HAMPSHIRE, IL 60140
FRED WYEDA	Rte 1 Box 44 50 ELCIN
Sandy Hoffman	35W677 Park Lane, St. Charles 60174
Robert Uchanski	39W761 Buckskin Trail St. Charles, IL 60175
John + Carol Miller	38W686 Glenview Dr St. Charles.
Bob O'Neil	31W761 DeChap Lane Waverly, IL
Lyle Hyde	FHWA - 19900 Governors #301 Olympic Fields IL
STEVE WRIGHT	CRANSTON MEADOWS HOME OWNERS 7N866 CLOVERFIELD DR ST. CHARLES, ILL
GARY & KAREN PORTER	709 Redden Ct. St. Charles
Don Miller	Press-Republican Newspaper 1519 E. Main St. in SC

Dr.

HOME OWNERS ASS.

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 4, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Jon A. Zahm	213 S. Jackson St. Batavia IL 60510
Jon Ziegler	5N387 Roush Lane St. Charles IL 60175
Ray Ulrich	1835 Allen Loop St. Charles IL 60174
Don DeWitte	City of STC 401 Bradley St. Charles, IL 60174
Camp Van Dusen Kane Cty. Board	1442 S. 9th Court St. Charles, IL 60174
Rick Christerson	5N953 Rt. 31 St. Charles IL 60175
CATH CHRISTERSON	5N953 Rt 31 ST. CHARLES IL 60175
Doug BREUNER RH. Anderson & Assoc	220 West River Drive St. Charles, Ill.
JOHN HOSNETT	909 SEPRESTRIAT CT. ST. CHARLES IL
Mike McCoy Kane County	418 Featherock Aurora, IL 60506
Sara Lutz	5N985 Rt 31 St. Charles, IL 60175
Lance J. Carlson	6N158 Oakwood DR. St. Charles 60174

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Tony Szurko	5N, 881 Rt. 25 St. Charles
Susan Bell	POB 1219 Wayne IL
Steve Moulton	923 Smith Ct Berkua, IL 60510
SHAWN CAMPBELL	AM1480 WFXW
LAWRENCE MASKA	926 FOX GLEN DRIVE ST CHARLES IL
Mark Armstrong, Chairman St. Charles Plan Commission	1632 4th Place St. Charles, IL 60174
KAREN LYONS	6N334 RIVERSIDE ST CHARLES
ROBERT SZYCHOWSKI	1458 DEAN ST ST CHARLES
PHILIP ZAFFER	7N 297 RT 31 SOUTH ELGIN, IL 60177
JEFF MASKA	35 W 725 BLIFF DE ST. CHARLES 60175
Shelah Halele	6N115 Emely ST Charles - 60174
Peta Anas	31W683 Messina Ct Wayne, Ill.

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
WARREN HUNT	5N540 PINELANDS RD ST. CHARLES, IL 60174
JANET HUNT	5N540 PINELANDS RD ST CHARLES IL 60174
David DePrez	4N652 Crane Rd St Ch. 60175
Adam & Peggy McCormick	35W780 Highview Ct. St. Ch. 60175
Susan Klinkhamer	1700 Ronzheimer Ave. St Charles, IL 60174
JONATHAN SMITH	31W683 MESSING WAYNE, IL 60184
Kenneth C. Shepro	33W542 Army Trail Rd Wayne IL 60184
Barbara & Wm. Ross	950 Independence Ave. St. Charles 60174
Mary Susan Ford Steve Ford	35W610 Park Lane St. Charles, IL 60175
J. Weber	37W215 Ave St. Charles 60175
VERN ABRAHAMSON	W ASCO, Ill 629 S. HAVERHILL LN
DENNIS KETZER	SOUTH ELGIN IL 60177

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wreking Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
PAMELA T. NAPOLITAN	P.O. Box 1261 WAYNE IL 60184-126
Dan Wilson	370215 Ave St Charles FL 32615
Don Jones	PO White Oak St Charles # 60174
BILL KEMEC	33W726 ARMY TRAIL, WAYNE
Betty Kauer	33W726 Army trail, Wayne
Peggy Jacobs	550780 Bluff Dr St. Louis
Saylor Stam	31 South Conway Ct 31 South Conway Ct South Elgin
CLAUDIA WANSHEK	5N325 HERITAGE CT WAYNE
Miton R. Wanshek	5N325 Heritage Ct. Wayne
Darrell Lewell you	35W487 EIDER AY.
GRANT BRYANT	P.O. Box 1277, WAYNE
Marilyn K. Griffin	32W028 Army Trail, Wayne

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Sarah Wilson	645 Walnut St. South Elgin IL 60177
Helen Pieper	35W518 Elder Ave St Charles, IL
Don Pieper	35W518 ELDER AVE ST. CHARLES ILL
Laura Cook	6N977 Brewster Creek Cr. Wayne, IL
JOHN D. Padgett	ONE LOCUST COURT SOUTH ELGIN IL 60177
Nancy & Stan Jarosz	218 N. 3RD Ave St Charles 60174
MARK & INGRID OSINSKI	35W456 PEARSON ST. CHARLES, IL 60174
BOB LEWELLYN	1259 WILSON BATAVIA
Cecile M. Michael	5N311 Powis Road WAYNE, IL, 60184
Marian Y... ..	3N510 Curley P Wayne ^{IL}
Rogin + Rosemary ERVIN	6N098 Rimmer Dr St Charles 60174
JERRY & CHARLENE TIMM	6N013 RTE 31 ST. CHARLES IL 60175

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wieding Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Peter Orum Midwest Groundcovers	70. Box 244 St. Charles, IL 60174
Carole Longjef	5N 750 Pearson Lane - S.C.
VICTOR OMLOTEK	XXXXXXXXXX
Ron Silka-tis	1608 Larson Ave ST. C.
Edith Jewell	35W487 Elder Ave. St. C.
Margaret Schmoldt	7N557 Stevens Rd. St. C.
William R Schmoldt	7N557 Stevens Rd. St. Charles
MARTHA DELLAMARIA	31W488 Army Trail. Wayne.
JOHN F. PERKINS	35W677 PARKLANE S.C.
Sharon A. Davis	5N754 Route 31 S.C.
James F. Davis	5N754 RT. 31. S.C.
WILLIAM A. GACEK	6N118 Hillside Dr SC

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998

Location: Wresting Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Laura H. Lamplough	32 W 998 Honey Hill Cir Wayne, IL 60184
(20) Crampson	35 W 254 Fox River Dr St Charles IL 60174
Connie Rainey	6 N 378 Essex Ave St. Charles, IL 60174
Jesse Rainey	6 N 378 Essex Ave St. Charles IL 60174
Ron & Sue Shear	35 W 558 St. 31 South Elgin IL 60177
Marion Bond	5 N 978 Jurry Rd Wayne, IL 60184
Patricia Spudis	6 N 871 Elgin Ave St. Charles 60174
Sharon Desser	35 W 387 Elmwood Ave St. Charles, IL 60174
Valeri Karkowis	5 N 513 Farmer Pl St. Char. 60175
Betsy Penny	417 N Tyler Rd St. Charles IL 60174
Rick Zirk	325 W Middle St South Elgin IL 60177
Erin Kelly	33 W 358 Shagbark Ln Wayne, IL 60184

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Martha J. Mitchell	5N562 Guild Ln. Wayne
DALE E. BOETHM	6N015 Rt. 25, ST. CHARLES.
CRAIG EHRlich	34W513 COLLEY DR., ST. CHARLES
Joseph Driessen	35W387 ELmwood Ave St Charles
Craig Stokely	32W131 Army Trail Rd Wayne
Karla Morris	35W002 R+31 SE (gish)
Felicite C Bond	907 Derby Course St Charles St. Charles
Sharon Fessler	35W384 Elder Ave,
TEJ KLUKIEWICZ	5N. 513 FARUSE P. Lane St. Charles 60175
John B Reay	32W358 Shagbark Wayne IL 60188
Jerry WARD	35W344 Elmwood St Charles 60174
STEVE FRANKS	6N209 Oakwood Road St. Charles IL. 60174

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 4, 1998

Location: Wrestling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
AUNCE F. Mc Dowell	Curling Pond Box 275 5N510 Wayne, IL 60184
PETER H. GRATHOFF	417 McKinley St. St Charles IL 60174
GEORGE SETTON	60184-0324 BOX 324 WAYNE
Jean Gacek	6N118 Hillside Dr. St C. 60175
JOEL LAMPLUGH	32W998 HONEYHILL, WAYNE 60184
PEGGY BOEHM	6N015 RT. 25 ST. CHARLES 60174
Debbie Sall	34W854 N. James Dr St Ch 60174
JEFF FESSLER	35W384 ELDER ST CHARLES IL 60174
RICHARD HABERKAMP	6N188 RIVERSIDE DR.
Daurie Skutecki	35W841 Wood Dr.
Leslie Ebersole	(Wayne) 33W678 Army Trail St Charles 60174
D. Colpen	5N958 Rt 25 St. Ch.

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wreding Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Pat Vitellaro	61245 Sulkey Rd Wayne, Ill 60184
PATRICK J FRAVISEN	35 W 770 PARK LN ST CHARLES IL 60175
RC BOND, JR	50958 SURBY WAYNE, IL 60184
Elizabeth Ricken	35 W 471 Elder Ave St Charles 60174
Virginia Gounder	64221 Oakwood Dr. S.E.
Lorraine Koran	3 N 778 Hawthorn
DANIEL PRYSBY	35 W 447 ELDER AVE.
Krist Ween	350 WOODBRIDGE SOUTH EL
Tom Franklin	61063 Hillside Dr.
Gray Hardwick	61139 HILLSIDE DR
Dale Hawang	61097 Oakwood Dr.
Scott P. Bagnert	51866 Rt 25 St Charles

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 4, 1998

Location: Wredling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
BARRY CRAWFORD	602 Fox Glen Dr ^{St Charles} IL
<i>Debra J. Williams</i>	677245 Sukey Wayne IL
OWEN TRIMBLE	810660 CRAWFORD RD ELGIN IL 60123
<i>Auna Zimmerman</i>	614237 Oakwood STC IL 60174
KEST RICKA	35W471 ELDER AVE STC
TOM PFEIFER CHRIS PFEIFER	60333 OAKWOOD DR. ST. CHARLES 60174
KIM RAYSBY	35W447 Elder Ave St. Charles 60174
Colette Ansley	350 Woodridge Cr Unit 6 South Elgin, IL 60177
Diane Bolla	35W875 Park Ln. St. Charles 60175
Marlise Schiltz	Box 404, Wayne, 60184
MIKE MULLIGAN	Box 1269 WAYNE 60184
<i>Eleanor Rogowski</i>	5N866 Route 25 - St Charles

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Susan Van Busch	6N251 Rt 31, St Charles
JEFFREY T WIDMER	40 W 305 FAIRCHAS SICHABLES
Debra Phillips	33W074 Army Trail Wayne
Elizabeth Dzick	6N480 ILLINOIS ST.
Patricia Schesk	6N477 Oakwood Dr ^{StC}
Alyce Schesk	6N477 Oakwood Dr ^{StC}
GORDON OBRECHT	4N831 HONEY HILL CIRCLE WAYNE
Greg Zimmerman	6N237 OAKWOOD Dr. ^{StC}
Zoe Ingersoll	6N971 Riverside Dr St Charles
Shirley Wetzel	6N028 Riverside Dr ST Charles
ELAINE HEITZ	7N416 RT 31 S. ELGIN
Anthony G. Shaeen	33W327 Mare Barr Ln Wayne, IL 60184

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Waveling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Bebb Sparacino	35W618 Kane Ave St. Charles
Alan Newer	6N048 Oakwood DR St CHAR
Dore Erickson	6N329 Jan Oaks Dr St Char
Orr Olson	6N329 FAIR OAKS DR ST CHARLES
Keri Johnson	35W344 Elmwood Ave St Charles
Craig Gladys Stevenson	5N376 Rowie Wayne IL 60184
M/M Olivera Hone	5N346 Waveling Pond Rd, Wayne
M/M Tom Ballard	5N659 Pearson Dr Wayne, IL 60184
CAROLYN S. LACK	6N807 ROUTE 31 ST. CHARLES, IL
Tom + Jackie Coulter	4N379 Magnolia Wayne IL 60184
JIM GERMANOS	30 W 189 FORSYTHIA WAYNE 60184
Charles B-Fingersoll	6N971 Riverside Dr St. Charles IL 60174

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wedding Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Judy Richardson	5N170 Pouis Rd
Rep Richardson	Wayne 60184 " " "
Jim [Signature]	St Charles
[Signature]	St Charles
ANNMARIE TIGGES - Ann Marie Leggers	32W140 Glas St Wayne
Susan Collins	35W403 Pinedale St Charles
Cynthia Lins	6N230 River Dr St Charles
Regina Savakus	32W 501 Derby Road Wayne
Teresa Kohl	33W770 Army Trail Wayne
Neil D. Rupp	5N 663 Pinedale St Charles
Eugene E. Hemmann	6N105 Weber Dr. St. Charles, IL 60174
David Starr DAVID STARR	34W864 Skyline Dr St. Charles IL 60174

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Edward P. Pazunas	5N 646 Pinedale
Brian Henry (St. Charles Heritage Center)	606 Timbers Ct., St. Charles, IL 60174
Mary Scheffler	Box 1276, Wayne, IL 60184
Cheryl Stone	Box 755, Wayne, IL 60184
Bryan Johns	35 W 396 Pearson Lane (Wayne) ST CHARLES 601
Joan Barrett	3005 Glen Eagles Ct, STL 60174
Merric Deaderian	5N871 E Ridgewood DR 60175
Jim Reeves	5N812 PEARSON DR, WAYNE, IL
Andrea Mooney	33W608 Army Trail Rd. Wayne 60184-1285
Angela Voerke	35W 374 Pearson Ln St. Charles. 60174
Deborah Dunn	32W 746 Army Trail Rd Wayne 60184
Prof. M. ...	ON 359 OAKWOOD DR St. Charles, IL

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998

Location: Wrestling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
JANE KARASICK	33 W 622 MARLBOROUGH WAYNE ILL
DANIEL A. LACE	5N445 BILLY BURNS WAYNE IL 60184
PAUL DAYTON	32 W 057 ARMY TRAIL WAYNE, ILL. 60184
PAUL HANSEN	5N471 BILLY BURNS RD WAYNE IL 60184
GLEN GOLL	35 W 523 FOX RIVER DR. ST. CHARLES, IL. 60179
JOE PARZYCH	705 ROOSEVELT ST. ST. CHARLES, IL 60174
BARBARA PARZYCH	" " "
Carol Geusburg	Box 77 WAYNE IL 60184
David Aldrich	221 Chase Circle Sq. Charles, IL 60174
DAN STARR	6N117 RIVER DR ST CHARLES IL 60175
DAN BUNCE	3001 TURNBERY RD ST CHARLES IL 60174
SUE Bunce	" "

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
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Meeting Date: July 14, 1998 Location: Wrestling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
DONALD KIRBY	31W713 NANCY LN WAYNE
Trish Spudis	34W671 Army Trail Rd, Wayne
Katherine McDonnell	32W580 Army Trail Rd Wayne
MARtha MCDONNELL	
Tom Brown	227 N. 2 nd St. -Geneva
Maria Stinson	35W538 Catalpa & Charles.
Roger Kofecki DuPage County Board Member	c/o 421 N. County Farm Rd Wheaton IL 60187
STEVE VANKUK	5N546 MYLES RD. ST. C IL 60175
MARCIA SWAYZE	35W550 Hillcrest Ave St Charles, IL 60174
SUE McDOWELL	3N231 E. MARY LN St Charles, IL 60175
Ron Backman	Box 409 Wayne IL 60184
Ray Ziegler	38W023 Heatherfield Dr. E. Elgin IL. 60123

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Jane + Tim Shelton	1036 S. 2nd St. St. Charles, IL 60174
Ron Cinkus	6N 335 ESSEX AVE ST. CHARLES, IL 60174
SW CORNER of KINDA McPherson Red Gate + Myles Rd.	5N 718 Myles Rd St. Charles IL 60175
Pam Samuels	36W 879 Red Gate Rd St. Charles IL 60175
SCOTT SWAYZE	550 HOLLIST AVE ST. CHARLES
KON KUSSEK	3014 GLEN FIDDLE ST ST. CHARLES, IL.
Michele Mahoney	32 W 225 Pratt Rd P.O. Box 1283 Wayne, IL 60184
Trudy Schober	32 W 057 Army Trail Wayne, IL 60184
Kirsten Dearing	6N 777 Virginia Ct St. Charles, IL 60174
John A McMillan	32 W 206 GLOS St. WAYNE, IL 60184
MICHAEL ELIZABETH Dublin	637 S HAVER Hill LANE SO ELGIN IL 60177
Ann C... <i>(Signature)</i>	6N 132 Weber Dr. St. Charles IL 60174

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Cathy Porefaunt	35W310 Sunset Dr. St. Charles
Jack Corbett	35W472 Elmwood St Charles
Alma Bullen	6W057 WEBB DR ST. CH.
Deb Schmalholz	5N184 Maple Lane St. C.
DON TICE	35W330 MAPLE LN
Mike & Carol Dimitroff	33W008 Honey Hill, Wayne
JIM HOLA	39W 975 N. JAMES DR.
ELIZABETH BARRETT	5N1031 RIDGE LN WAYNE
Valerie Cleveland	6N177 Clyde Ct
MAX Biddle	5N568 RT 25
LINDA JOHNS	35W396 PEARSON LN, ST CHARLES (WAYNE)
John Dunderstein	5N874 E. Ridgewood Dr. St. Charles

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998

Location: Wrestling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Eleanor Bond	1430 Division CT. St. Charles IL 60174
Mr + Mrs James Osler	35W257 Pearson Ln St Charles IL 60103
SUE BUCHHOLZ	6N057 Weber Dr. St. Charles 60174
Gene Schmaltz	5N184 Maple Lane St. Charles.
Kristine Holtz	35W250 Pearson Ln St Charles IL 60174
Bob Johnson	6N177 Clydesdale 60174
Heather Hawland	32W040 Army Trail Rd Wayne. IL 60184
MR & MRS MIKE SAFRANSKI	6N 645 TUSCOLA AVE ST CHARLES IL 60174
Melissa Gasside	38W370 Army Trail Wayne IL 60184
Bonnie Lace	5N445 Billy Burns Wayne IL 60184
Carie Sanders	6N051 Oakwood Dr. St. Charles 60174
Karen Hansen	5N471 Billy Burns Wayne 60184

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
MARY FRANCES SHEAHAN M F Sheahan	35 W 419 Lambert Ave. St. Charles, IL 60174
TIMOTHY SHEAHAN	35 W 415 Lambert
Mary Roach	5N235 Elmy Rd Wayne, IL 60184
Mary Jean Schless	33 W 591 Hub Rd Wayne, IL 60184
Janice Johnson	6 N 053 Weber Dr. St. Charles
Walt Green	36 W 279 Red Gate St Charles
Don Schmaltz	5N184 MARCELANE ST, CHARLES
Mary Mitchell	32 W 450 Army Trail Rd, Wayne, IL 60188
R. AILEEN ANDERSON	6 N 069 RIVER DR, ST CHARLES, IL 60170
PETE CAMPANELLA	35 W. 532 Hillcrest, St. Charles 60170
Ruth Wheaton	269 Sedgewick Circle
MK. Lynn. WHEATON	269 SEDGEWICK CIRCLE S.C

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998

Location: Wieding Middle School

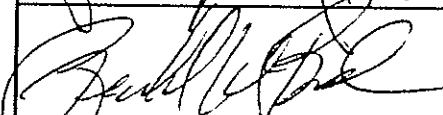
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NAME & AFFILIATION (IF ANY)	ADDRESS
HOWARD Levine village of wayne	324621 Honey Hill Dr. Wayne, IL 60184
JEANNE JOHNSON RESIDENT OF WAYNE	4N 799 HONEY HILL CIRCLE WAYNE IL 60184
Thomas J + Barbara Starshak	34W. 093 Army Trail Rd Wayne, IL 60184
Mike Luch ST. CHARLES	821 S. 12 th AVE
Ann Bonfiglio Village of Wayne	5N 716 Courcival Lane Wayne, IL 60184 - 0021
WILLIAM R KOHL III	33W 770 ARMY TRAIL RD WAYNE
Mr Oncotek	5N 993 Route 25 St Charles
Steve Dmoch	5N 993 Route 25 St Charles
Earl A. Kahl	35W 120 R + 31
Pat Delp	34W 880 Army Tr. Rd St Charles
Mary Delp	34W 880 Army Trail St Charles
Rachel C. Daehn Village of Wayne	7N 090 Brewster C.C. Wayne, IL 60184

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wreding Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
MICHAEL ALMGREN	30 W 250 MAPLE TREE LN, Box 247, WAYNE IL
Kim ALMGREN	30 W 250 MAPLE TREE, PO Box 247 WAYNE IL
Joseph J. Parat	35 W 330 Rockwell St.
	31 W 204 WHITE HILLS
DAVE AMBERST	5 N 648 DUNHAM RD WAYNE, IL
Diana Shihany	35 W 120 Rt 31 No Elgin Ave
STORM C FORDAN	5 N 952 Rt-25 ST-CHARLES
LINDA DARKE	5 N 952 Rt-25 ST-CHARLES
KRISTIE CONSIGLIO	30 W 612 Bradford Pkwy, Wayne
Angelo Consiglio	30 W 612 Bradford Pkwy, Wayne
Nancy + John Krivak	35 W 034 Stanton St. Charles
See TOSMANN	35 W 034 Stanton Dr. St. Charles

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Barbara MacCarthy	90 Whittington Cir, St Charles
FERNANDO MEANA	5N847 SURREY RD WAYNE
Susan Boehm	34W204 WhiteThorn, Wayne
Allison Lukaszewski	33W025 Rochefort, Wayne
KAREN L. ARMBRUST	5N648 DUNHAM, WAYNE
CHRISTINE LICHT	5N585 DUNHAM TR, WAYNE
Bruce + Alice MacCollum	865 Geneva Rd St. Charles
Robert M. Scullen	33W 591 HUB RD WAYNE
Emma Sue + Charles Allen	5N 960 Rt 25 St Charles
JANET ARMSTRONG	6N167 OAKWOOD DR ST CHARLES ILL
KAREN HAGERMAN	6N167 OAKWOOD DR ST. CHARLES ILL
CHRISTY BOND	5N958 SURREY RD WAYNE

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998

Location: Wrestling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
STEVEN J. JOHNSON	4N799 Honey Hill, POB 731 Wayne, IL 60184
Vivian R. Plumer	35 W 370 Oak Lane St. Charles
JOHN C. DELLARIPA	5N620 DUNHAM TR. WAYNE 60184
Mr. Keith worth The Butt Inductance	5N688 Long View St. Charles IL
Donal Paul	6N264 Weber Dr. ST CHARLES
PHUANNE DORILL	4N831 HONEY HILL, P.O. BOX 77 WAYNE, IL 60184
Teresa Miller	5N874 Westwood Ln. St. Charles IL 60175
Wanda Starr	34 W 864 Skyline Dr. St. Charles, IL 60174
Brenda Kirby	31 W 713 Nancy Ln Wayne, IL 60184
^{Kari} + Jennifer M. Schnell	6N066 Hillside DR. St. Charles
KATHERINE BERNA	32 W 569 OAK LAWN FARM ROAD WAYNE, IL
Beverly Blahn	4N090 Brewster C.C. Wayne Il. 60184

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Wayne Comm Assn Jane Schroeder	50497 Dunkan Wayne
BILL SHERMAN	5N300 POWIS RD WAYNE
Dr. and Mrs. Donald Heinrid	33 W627 Armet Trail Rd, Wayne
Anna Buttermoth	5N688 Longview Dr St C
Dan R. Frankel	6N063 Hillside Dr. STC
Merry Luehr	St Chas.
Mama Lash	Wayne, IL
David Lashby	Wayne, IL
ED BILICK	WAYNE IL
HAL SAVAKUS	32 W 501 DERBY ROAD WAYNE, IL 60184
Wendy Cogan	36 W. 825 Redbate Rd. ST. Charles 60175
Holly & Anthony Proves	35 W 348 ELDER ST Charles IL

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
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Meeting Date: July 14, 1998 Location: Wreding Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Mr & Mrs Dale Seidel	7N005 Riverside Dr. ST. CHARLES
MRS EDWARD T. LUNDEEN	35W517 ELWOOD AV. ST. CHARLES, IL
A. John Yarnao	35 W 129 Army Trail Wayne Ill.
Lenny Yarnao	35 W 129 Army Trail Wayne
Mr & Mrs JOHN Lambert	5N464 DERBY Rd. Wayne
Mrs. and Mr. Jeff Duntemani	6N107 River Dr St Charles, IL 60175
M/M ROBERT ELLSWORTH	611 ASHBROOK CT ST. CHARLES 60175
RAYMOND SIKORSKI	4N349 60184 WOODLAND TRAIL WAYNE
Sharon L. Seidl	34W260 Army Trail Wayne, IL 60184
Richard Augustine Kern	35W495 Elwood St Chgo.
Jim J. Buff	5N716 COVACH LN. WAYNE IL
Chauncey N Messino	6N033 River Dr St Charles IL

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wreking Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
John Klein	6N043 OAKWOOD DR ST. CHARLES
Elsie Klein	6N043 Oakwood Dr St Charles
Jim Schultz	6N210 SURREY RD WAYNE
W. G. Delp Jr.	34W880 Army Tr. Rd. St. Charles
Amin Schorck	4W349 Woodland Trails Way ⁶⁰¹⁶⁰
Helen Klein	35W486 Fox River Dr. ⁶⁰¹⁷⁴
Paulette MacPhee	1111 Woodchiff Dr. ^{S. Elgin 60017}
D. Mar Cuhm	" "
Sylvia Lemmann	6N105 Weber Dr., St. Charles ⁶⁰¹⁷⁴
Louise Baron	6N162 Weber Dr. St. Charles ⁶⁰¹⁷⁴
J. Boo	6N162 Weber Dr. St. Charles ⁶⁰¹⁷⁴
Delek Delp	34W880 Army Trail Rd StC ⁷⁴

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wreeding Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Jim Morris	Box 1283, 32W225 Pratt Wayne, IL 60184
Jo K. KRIEGER	515 JACKSON AVE ST. CHARLES, IL 60174
Audrey Troyer	33W240 Woodmere Wayne, IL 60134
Chris Newhall	32W650 Rochefort Lane Wayne IL 60184
PAUL McMATON	30 CHESTNUT AVE ST. CHARLES, IL 60174
JOHN BARDLEY	623 OHIO AVE ST. CHARLES
PHILIP VITALE	711 BEDDEN CT ST. CHARLES
Robert Drakey	35W712 Bluff Dr St. Charles
Barb Fisher	910 Division St. So. Elgin,
MIKE KLIPSKI	30W421 Lysle Rd WAYNE, IL 60184
GARY GIBBE	1040 WOODGRIFF DR. SO-ELGIN, IL
Rudolf Goble	"

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
MATTHEW GENSBURG	32 W 480 DERBY RD WAYNE, IL.
Toni Tuttle	6 N 189 Oakwood Dr. St. Charles, IL.
CHRIS A PETRI	34 W 201 ARMY TRAIL ST CHARLES ILL
EVA ROZEK	" " "
Thomas P. Mooney	33 W 608 Army Trail Rd. Wayne Ill. 60184
Therley Benzer	32 W 480 Hornwood Rd Wayne, Ill. 60184
Elizabeth W Stuart	34 W 176 ARMY TRAIL RD Wayne, IL 60184
Sherry Reum	Box 513 Wayne IL 60184
Pat Reum	Box 513 Wayne 60184
PAT FORMUSA	35 W 450 ROCKWELL, ST CHARLES IL
WILLIAM N. TOMLIN	36 W 927 Red Gate Rd St. Charles, Mo.
Martin J. Hullinger	617 S. Haverhill Ln South Elgin IL 60177

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998

Location: Wrestling Middle School

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NAME & AFFILIATION (IF ANY)	ADDRESS
Morgan McDonnell Jr.	32W580 Army Trail Rd. Wayne, IL. 60184
Terry Breen	35W310 Sunset Dr St. Charles 60174
Ron Roberts	234 E. South St So. Elgin
Laura Sattkewicz	70260 Rt 31 South Elgin
Rick Christerson	60419 Forest Ave St. Charles
Michelle Petzel	2910 Glenbrian Dr. St.
ED HULL	32W450 Army Trail Rd Wayne, IL
Dan Cerny	60942 Irving ave St Charles
Rob Howland	32W040 Army Trail Wayne IL
Melissa Hopkins	35W341 Maple Av. St Charles
M. Sten	31W709 PETERSON DR WAYNE
Omar Nasir	Elgin

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
George & Candy Luckett	35W457 Maple Ave St Charles
JUAN + IRMA DOMINGUEZ	6N358 ESSEX AV. ST. CHARLES
Mary Lou Jenkins	Box 541 - Wayne 60184
Harry J. Klimak	5N128 Grove St Charles
Sheery Hullinger	617 S. Haverhill ^{So} Elgin
GARY ZVITT	35W745 HIGHVIEW CT. ST. CHARLES
Chuan Crisp	35 W 775 Bluff Dr ST. CHARLES Ill
JIM MIGEY	32W186 ARMY TRAIL WAYNE
Beth Buske	33W241 Shagbark Wayne
Pam Hyman	19 Longbow Ct. S. Elgin ⁶⁰¹⁷⁷
Mary Hyman	19 Longbow Ct S. Elgin
John A. Bacon Jr	4N640 Hong Hua Road Wayne

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Deane DeKey	35W 712 Bluff Dr St Charles
John Tomusa	35 W 450 Rockwell St Char
John, Sue & Jacob Baker	6 N 263 River Dr., St. Charles
John S. Jenkins	13454 Wayne, IL 60184
Samilo Juan	6 N 178 Riverside Dr. 60174
My My	34 W 614 Illinois 60174
Frank Lee	5 N 771 Weber Dr 60174
Jen Retter	35 W 752 Highview Ct 60175
Jane Rigey	Box 764 32 W 184 Army Trail Rd Wayne
PHILIP C. HEITZ	7 N - 416 Rte. 31 St. Charles Township 60177
Heidi Hauserman	19 Farmington Ct. S. Elgin 60177
Vicki Janusz	29 Ashton Ct. S. Elgin 60177

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
FRANCE MOERS	5N 953 RT 01 ST CHARLES, IL 60175
Molly Jensen	35 W 476 ELDER ST CHARLES
Bret Ammons	35 W 374 Pearson Lane St. Charles, IL 60174
Richard Singsmead	605 ASHBOOKE St. C 60175
Dolores P. Crisp	35 W 775 Bluff Dr St. C. 60175
Mike Gow	36 W 136 Fieldcrest ST. CHARLES, ILL 60175
Erin Kowalewski	33 W 930 Army Trail Rd Wayne 60184
Dan Kowalewski	33 W 930 Army Trail Rd Wayne 60184
Dorcas DeFilippis	4 N. 861 Honey Hill Cir Wayne, IL 60184
SHIRLEY DENZ	5N 297 BLUFF DR. ST. CHARLES, IL 60175
Leo Wong	((((((((
Susan Fee	1118 Fox Glen Dr. St. Charles, Ill. 60174

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wiedling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Aurea Helges	34W341 County Club Wayne Hill
Saulene Thomas	35W577 Hillcrest Ave St Charles
John Hoyle	35 W341 Maple St Charles
Claudio & Suzanne Lucarelli	6N-011 Riverside Dr Charles
ANDREW McPHERSON	Box 3268 St Charles
CRAIG K. DUNN	32W796 Army Trail Rd Wayne
Helene Weston	5N401 Weber Dr. St. Charles
Pat Shepherd	605 Ashbrooke Ct S.C.
Jeann Liesen	35W841 Bluff DR SC
Ken Liesen	35W841 Bluff Dr. SC
Wm Alex Hart III	34 W Army Trail Rd. Wayne Il 60184
Steven W. Smunt	403 S 6TH ST St Charles

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wrestling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Diane Terrush	87 Treatm Ave So Elgin
Kathleen M. Klimak	346614 Illinois, St. Chas
Jerry Westrom	5 N 801 Weber Dr St. Chas
ERIC HOUKAL	350302 PINELANDS St. Chas
Bernice H. Lee	5N 771 Weber Dr. St. Chas
GARY P. LAHEY	330241 SHARBROOK LANE WAYNE IL
Elizabeth J. Bacon	4N 640 Hedley Hill Road Wayne IL 60184
BRUCE DOUGLAS	5N 273 BLUFF DR. SAINT CHARLES ILL. 60175
HAROLD COGAN	36W 825 RED GATE RD. ST. CHARLES, IL. 60175
JoAnn Romans	20301126 Wayne, IL.
MARY CAROL MIGNIN	5N 251 ELM WAYNE, IL 60184
Jane Douds	35W 288 Bluff Schueles 60175

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
BOB WILNER AND MOLOU ROTH	33W265 SHAGBARK LN ELGIN IL 60120 (Wayne)
Jerry Holtz	35W250 Pearson Dr. St. Charles, Il. 60174 (Wayne)
ROBERT W BOYNTON BOYNTON PRODUCTS	36W921 DEAN ST. ST. CHARLES 60174
THOMAS FAVALE	5N290 Fox Bluff Dr ST. CHARLES, IL 60175
CINDY SCHWEISTHAL	6N139 WEBER DR ST. CHARLES, IL 60174
STAN JANUSZ	29 ASHTON CT. South ELGIN, IL. 60177
ROBERT DAHLIN	6N150 DIVERSOIS DR ST CHARLES 60174
MICHAEL J. KUCERA	35W764 BLUFF DR. ST. CHARLES, IL. 60175
<i>Barbara Stule</i>	34W335 Country Club Rd. Box 347 Wayne
<i>Arthur Fuchs</i>	3214 BLACKHAWK B ST CHARLES IL
<i>Clifford R. May</i>	3014 FOY LEN CT. ST. CHARLES IL.
FOX RIVER BRIDGE CROSSINGS - LIA FATIMA - ELMERIO DOTDOT	6N559 RT 25 ST. CHARLES IL. 60174

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 4, 1998 Location: Wreding Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Jim & Joan Herbst	17 Village Court South Elgin, IL 60177
AL DUFAUCT	54920 E. RIDGEWOOD DR ST. CHARLES IL 60175
Rhonda Callahan	35W837 Bluff Dr. St. Ch. 60175
ROGER CALLAHAN	35W837 BLUFF DR ST. CHARLES, 60175
Mrs/Ms Greg Rusnak	6 N. 104 RIVERSIDE DR ST CHARLES 60174
MARILYNN KLOTZ	3014 Fox Glen Ct St. CHAS IL 60174
KEN Walters/Laura Walters	PO BOX 59 WAYNE, IL 60184
Patricia B. Sawyer	P.O. Box 15 Wayne, IL 60184
Tim Cleaver	33W921 Fletcher Rd. Wayne, IL 60184
Jon Lutz	5W985 RTE 31 St. Charles, IL 60175
Teri Mahlmann	5N233 Bluff Dr St Charles 60175
BILL MEZNARSK	36W051 FIELD CREST ST CHARLES

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 14, 1998 Location: Wredling Middle School

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Senny; Joyce Miller	310727 Penderbrook Ln, Wyncroft, IL 60184
Paul & Kathy Jacobs	36 W 776 Longview Dr, St. Charles, IL 60175
Gabriel Barker	585 S. Haverhill Lane South Elgin

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 16, 1998 Location: MOOSE HEART CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Pat Kisk	4 So Cypress North Aurora 60542
Re. Vincent P. Barville	Marmon Abbey 850 Butterfield, Aurora 60504
LINDA & KAREN Bowling	220 Brian Ln North Aurora, IL 60542
Mike & Kris Webster	304 Oak St. North Aurora, IL 60542
Jim Williams, Jr.	328 OAK ST. N. Aurora
Patricia J. Olson	311 W. State - No. Aurora
Don Olson	311 W. STATE - No Aurora
Pete Jackiew	717 LLOYD LANE, North Aurora A
JAMES C. HLADIK	427 WEBSTER ST. BATAVIA
DALE BERMAN	13 CHANTILLY NORTH AURORA
Eleanor Bush	9 Candlewick Ct. No. Aurora, Ill.
Bill Bush	"

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 21, 1998 Location: MOOSEHEART Campus

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
F.W. Kohert	310 OAK ST., N.A.
Rev. Charles Reichenbacher, O.S.B.	Marmion Abbey 850 Butterfield Rd. Aurora, IL 60504
William J Cowan	612 Oak St No. Aurora, IL 60542
Ken T. Moeller	600 W. Maywood Ave. Aurora IL. 60504
Patricia Williams	328 Oak St. N. Aurora, IL 60542
Tom Schickel	2000 Randall Rd Aurora, IL
KENNETH J KOWALSKI	715 LLOYD LN;
Red Gulpe	13 SO. GRACE ST. N.A.
RICHARD SILER	109 W. LINCOLN WAY N.A.
PHIL HANSON	207 Long Ave N.A.
JAN SPRAGUE-WILLIAMS	108 LONG AVE N.A.
Don Hubbard	717 HARMONY D N.A. IL.

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 16, 1998 Location: MOOSEHEART Campus

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Al Olak	1250. GRACE NO. AUR
Rose m. Vaupel	201 Hill Ave NO AUR.
STAN VAUPEL	201 HILL AVE. N. AURORA
Marilyn & Rudy	617 W. State N. Aurora
Mark Ruby Village President	617 W. State N. Aurora
Douglas & Ruth Dreier	301 N. Woodbury N. Aurora
Dorothy Gering	14 S. Sycamore N. Aurora
Lute Hansen	207 Long Ave N. Aurora
John Sprau-William	108 Lakes Av N.A.
John D. Illman	200 Dell Rd. N.A.
Nancy H. Meaden	1018 Pine St. Batavia
Marty FinLanson	614 Birchwood NATH AURORA

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: July 16, 1998 Location: MOOSEHEART CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
JAMES MURPHY	N. AURORA 729 HARMONY CT.
MARLENE MURPHY	729 HARMONY CT. N. AURORA IL
Mrs. F. W. Kohbert	60542 310 Oak St. - No. Aurora, Ill.
Ray Janni	411 So Willow St. - in P. 60056
Sherry Linker	352 Wildwood Dr. N. Aurora 60542
Jack Rungger	Colony WI
Raymond	Aurora IL
DAVID J YOUNG	100 AURORA DR N. AURORA IL 60542
Janet A Leach	602 Oak St No Aurora, IL 60542
Ferd Varnas	115 ELM AVE No. AURORA, IL
Marilyn Sillman	200 Bee Rd North Aurora,
Dorothy M Yehmert	North Aurora 307 Hillside Pl.

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 14, 1998 Location: MOOSEHEAD CAMPUS

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NAME & AFFILIATION (IF ANY)	ADDRESS
Elaine Williams	328 Oak St.
Dany Bahms	207 TIMBER OAKS DR. NORTH AURORA, IL 60542
John Loper	130 N. Gentry Farm Road Whitaker, IL 60187 Dupage Co Dist
EDWARD J SCHMIDT	1470 WOODLAND DR AURORA IL 60504
CHRIS AND LISA GALOR	616 OAK ST NORTH AURORA IL
ROBERT A. FISHER	305 VALLEY No. AURORA
Jennifer Healy Sean Healy	110 Oak St. N. Aurora
Karlene Behungen	375 WILDWOOD DR N. A.
Richard Offhaus	218 E. Victoria Cir. N. Aurora
JUDY GITTINGS	34W733 Rivervalley Dr SO ELGIN IL 60127
GARY CARLSON THE HOLMSTAD	700 W. FABYAN PKWY BATAVIA, IL 60510
KERRY LEACH	602 OAK ST. NO. AURORA, IL 60542

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 16, 1998 Location: MOOSEHEART CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Odella M. Madega Odella M. Madega	286 Abbeywood N. AURORA
Thomas L Brummett	22 Monroe St. N. Aurora
Dw Ann & Karen Stevens	26 N. Lincolnway N. Aurora
ELMER W MOELLER	748 HARMONY CT ^{N Aurora} 60542
CHARLES BROWN	610 W OAK No Aurora
LEONORA BROWN	610 OAK NO AURORA
Staley Martin	108 Oak N. AURORA
P/H Jura	2844 Skypark BATAVIA
Edward M. Michels	733 HARMONY COURT No AURORA 60542
EDWARD SYMONS	1502 WEST BURY CIR N. AURORA
Connie + Mike, Adolph Jim + Bonita Lester	6 S. Sycamore N. Aurora 735 Harmony Ct. N. Aurora
Robert J. Petraitis	105 N. Juniper Drive North Aurora

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 16/1998 Location: MOOSEHEART CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Walter Neuzim	1514 N LATIROP
LATIROP owner	RIVER FOREST ILL
Larry & Susan Bettcher	279 Abbeywood L. N. Aurora
Randy Pounto	KANE CO. CHANVILLE
Tom Burgess	119 Butterfield rd N. Aurora, Ill.
Steve Valunke	1121 N. Russell Aurora,
Wes Mueller	618 Birchwood, N. Aurora
JOSEPH MADEA	206 ABBEYWOOD LN N. AURORA
Florence Neurecker Jim Neurecker	213 Sharon Lane N. Aurora
Paul Martenson + Arlene Martenson	210 BRIAR LAKE NO. AURORA, IL 60542
DAVE MULLER / RESIDENT GRANT ST	56 GRANT ST, NO. AUR., IL 60542
Sheila Kintop	319 Acorn Dr N. Aurora

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 16, 1998 Location: MOOSEHEART CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Holly Hill	7 N. Adams St. No. Aurora
DEAN + DOLORES DUNN	
Cae Baracca	186 Mistwood Lane N.A.
Leo + Jackie Deutsch	731 Harmony Ct N.A.
John L. Wood	716 S - Broadway Aurora, IL
Katherine Symons	1503 Westbury Ct. 71 Aurora
KARENA JOHNSON	409 Spruce St. No. Aurora
James A. JOHNSON	409 Spruce St No. Aurora
Jim Dunne	608 OAK ST. N. AURORA.
Doug STOLP	750 HARMONY CT W. AURORA
Ed Barsoffi	2935 Barberry Ct. Aurora
Ken Smith	2501 So River Aurora

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 16, 1998 Location: MOOSEHEART CAMPUS


PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Peth M. O'Brien	367 N. Lincolnway N. Aurora
Roberta Poole	1048 Millview Dr 60510
Wayne Polen	56224 Deerpath Wy SC 60175
Carl Schoedel KANE COUNTY	41 W 011 BURLINGTON RD ST CHARLES IL 60175
Jeanie Vanheirsburg	947 Britta Ln, Batavia, IL 60510
MARY MICHELS	733 Harmony Ct. No. Aurora, IL 60542
Roger Clayton	704 OAK ST North Aurora 60542
Dolores Weaver	503 N. River Rd, No. Aurora 60542
Lee Jung	24 1/2 Monroe St No. Aurora
R. H. HAEIX	314 OAK ST N. AURORA
Mr & Mrs. Arthur H. Ross	1075 Ctr Dr So. Elgin
Mr. Michael A. Tartaglia	211 April Lane, N. Aurora

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 16, 1993 Location: MOOSEHEAD CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
ALAN BOVANNNO	803 Pinehurst Ct. North Aurora, IL.
MARY JEAN MARTIN	746 Harmony Ct. No. Aurora, IL.
Richard Martin MM	
Leland Weaver	503 N. River Rd. No. Aurora, IL
Charles Fitting	320 W. State St. N. Aurora, IL.
B. Van Dyke	24 Monroe St No. Aurora
DAVID CAREY	347 MILLTOP DR N. AURORA IL 60542
DAVID WILKENING	371 N. LINCOLNWAY N. A. 60542
Sylvia Denovellis	606 W. State NORTH AURORA
ALBERT DENOVELLIS	606 W. STATE NORTH AURORA
Susan Starrett	367 N. Lincolnway N. Aurora
Peter J Starrett, MD	367 N. Lincolnway N. Aurora.

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 14, 1998 Location: MOOSEHEART CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Mitch Adamus	220 Hill Ave. North Aurora, IL 60542
Eshell Chaloupka	361 Wildwood Dr. North Aurora, IL 60542
Ron & Mary Anne Dilkerson	1314 S. Bataavia Ave. Bataavia, IL
Mary Ann & Ralph Sherman	214 Oak St. No. Aurora, IL 60542
Frank Arneck	971 SYCAMORE Bataavia
Bernice Henberg	700 W. Johnson Plwy 321st Bataavia, IL 60510
Daniel R. Koch Unit 114	330 Sharon Lane N. Aurora, Ill. 60542
Kathy Jackie	717 Loyd Lane North Aurora, IL 60542
R BRACKETT	113 E STATE ST NO. AURORA, IL 60542
Mr Mrs Walter Stanton	313 MAGNOLIA DRIVE N. Aurora
CHARLES E. DAY, JR.	503 S. RAILROAD ST MONTGOMERY, IL 60538-1427
GEORGE GLASS Village Trustee N. Aurora	192 MISSWOOD LANE N. Aurora, IL 60542

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 14, 1998 Location: MOOSEHEAD CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
<i>Ruth Johnson</i>	207-A 700 W-Fabius, Batavia, Ill.
<i>Jeff Fessler</i>	350 389 Steele St Charles IL 60174
<i>G.M. Lindenmeyer</i>	321 W. State North Aurora
<i>Michael E. Lindenmeyer</i>	321 West State Street North Aurora, 60142
<i>Isla Mae Olson</i>	744 Harmony Ct. No. Aurora
<i>Kim Brackett</i>	305 Juniper Dr. No. Aurora
<i>Doug Cline</i>	3 N. Cypress N. Aurora
<i>Heleen M Cline</i>	" " "
<i>RICHARD H. BONJEIZ</i>	101 LONG AVE, N. AURORA
<i>FRED PRILL</i>	506 OAK ST. W. AURORA

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 16, 1998 Location: MOOSEHEART CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Paula Ristic	741 Sullivan Rd Aurora, IL 60506
Ken Ristic	741 Sullivan Rd Aurora IL 60506
Mike DeKing	518 Clearwater N. Aurora
Tim DeKing	201 N. Lincolnway N. Aurora
Jeanne Ryan	9 Stone Ave. N. Aurora
JOSEPH KUCZIN	318 OAK ST N AURORA.
CYNTHIA RANDALL	330 SHARON LAKE N. AURORA
Mike Brackett	305 Juniper North Aurora.
Richard Morey	Mooseheart, IL
Kathryn Bogdan	36 Monroe N. Aurora
JEANNETTE Mount	206 OAK ST N. AURORA
Claudette Rogers	210 Oak St, North Aurora

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 14, 1998 Location: MOOSEHEAD CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Bill DeGroot	775 Carriage Dr. Batavia 60510
Maeey Brewer	318 Deco Rd N Aurora
Susan Bolin	805 Magnolia Drive, No. Aurora
Ken Krause	352 Timber Oaks Dr.
Bery. Krause	352 Timber Oaks Dr. N Aurora
Bill RITCHIE	108 N. Juniper North Aurora
LINDA Crookshank	328 W Hillside Pl.
John Crookshank	328 W Hillside Pl.
Arthur J. Lucha	3214 BACKHANK TER ST. CHARLES, ILL 60141
John W. McConnochie	25844 Shagbark Drive Batavia
Barbara Henylik	1040 BANBURY ROAD NORTH AURORA, IL 60510
Susan Trillet	368 Timber Oaks Dr. North Aurora, IL 60542

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: JULY 16, 1998 Location: MOOSEHEAD CAMPUS

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Stanton Fessler	45. Charles, IL border 3510 284 Elder Ave.
Dare Krantz	490 Birchwood Dr. N. Aurora IL.
PAUL + FRAN FREDRICKS	292 ABBEYWOOD Ln. N. Aurora
Beverly Holmes	20 n. Lincolnway N. Aurora IL
Richt Beth Stocker	190 Mistwood Ln. N. Aurora
Jim Clemmons	710 HARMONY CT N. AUR

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98

Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Geoff Petzel	1631 RAVINE LN C'VILLE
RICHARD WETTOUR	DUNOEE 35W. 369 FOREST DRIVE
RALPH COTUGNO	601 GASLIGHT DR ALGONQUIN ILL
Tom Bayhman	1740 Riverwood Dr. Algonquin, IL 60102
Scott Adams	1915 Prairie Path C'VILLE
RAY & DOROTHY GREGGEL	C'VILLE 61 ALAMEDA DR
PATRICK KUNZER	NW HORNOLD THT RT 71 CRYSTAL LAKE 60014
Billita Jacobsen C.A.T.	1305 Wilson Carpentersville
MIKE MAGNUSON / McHENRY COUNTY	P.O. Box 369, Woodstock, IL. 60093
Carl Schoedel / Kane County Div. of Trans	411011 Burlington Rd St Charles IL 60175
MEVINA ZARBOKA	18 N 988 Angeleno Algon IL 60102
MYRTLE L KAPUT	119 MADERA CIR CARPENTERSVILLE IL 60110

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**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98 Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
DOROTHY PETERS	182 MISTWOOD LN NORTH AURORA IL
EDMUND C. PETERS	NORTH AURORA, ILL 182 MISTWOOD LANE
SOPHIE E. SPRINGHORN	SO ELGIN IL 1500 EXETER LN 60177
MICHAEL KINGBURY	W. DUNDEE IL 17N 710 ADAMS DR 60118
BRUNO TERSTER	35 W. 253 - FOREST DR. W. DUNDEE ILL
BUC BARNHART Moody Bible Institute	820 N. La Salle Blvd Chicago, IL 60610
WALLY BARTERS	BINNIE RD DUNDEE
RICHARD P. PETERSON	CHILPERTONSVILLE
Rita Duffy	4351 N. Cottonwood Hoffman Estates, 60195
Pat Wojniakowski	336 Amielia Dr. O'ville
Marc Avelar	2073 Peach Tree LN. Algonquin IL 60102
CRAIG RAKOW	451 N. LAKE PKY. E. DUNDEE, IL. 60118

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**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98

Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
John Cowley	1475 Knotty Pine Dr. Elgin IL 60123
Jockla Zordanis	19 N 056 Angelenia Algonquin 60102
Jane Keenan	17 N 415 Ranch Rd. Dundee, IL 60118
J R T J	1724 Fernside Dr. Carpentersville, IL 60110
BRUCE MORRIS	150 SPRING POINT W CARPENTERSVILLE IL 60110
Louise Schmidt	35 W 223 PARSONS RD W Dundee IL 60118
TOM MAMMOSEZ	DUNDEE TOWNSHIP PARK DISTRICT 21 N. WASHINGTON ST CARPENTERSVILLE
Bill Myers	Kane County Board Dist 25 19 N 705 US Highway 20 Homer IL
Tom Hughes	6209 Providence Dr. Carpentersville, IL 60110
Alice Lundstrom	19 N 482 Lundstrom Ln Dundee
Bill Hugsberry	17 N 710 Adams Ave W Dundee
Pat Allen	36 W 357 Oak Hill Dr. W. Dundee, IL 60118

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98 Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Beverly Willett	18N687 Woodcrest Ln, Dundee
John Willett	" " "
CAROL BETTERTON	403 S. 1st St., Dundee IL 60115
HOWARD H. ZARBOCK	18N985 ANGELINA PL, 60102
Jim Peterson	161 Hilltop Sleepy Hollow
Chuck BEAM	18N580 Spring Bluff Dr.
Joe Cavallano	965 Hanger Dr. Algonquin
Ronald L. Rudd	422 S. 1st W. DUNDEE
Sue & Richard Kostas	35W220 Crescent Dundee
Tom & Gail Rhodes	218 Wisconsin St C'ville
Robert J. Christensen	1217 Midway Circle C'ville
PATRICK KIRMSE	112 MORRIS C'VILLE

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**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98

Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
DON BOLLIN	ELGIN.
JOHN MILAZZO	W DUNDEE
Peter Popinski	E. Dundee
THOMAS RICKERT KANE COUNTY DIV. OF TRANS	414011 BURLINGTON RD ST. CHARLES, IL 60175
John Michaels (MARIE LALLA)	505 Highland Ave. Mt. Prospect, Ill. 60056
STANLEY JENNER	2076 PEACE TALK LN ALGONQUIN, IL 60103
Robert + Diane Jacoby 26 Hickory Dr	26 Hickory Dr. Carpentersville IL 60110
matt Burke	8 Hickory Dr. Carpentersville IL 60110
Ted Spella	2200 HARNISH DR ALGONQUIN
Ted Cochran	37 W 380 MASON RD. ELGIN IL 60123
JIM & THERESA BLANK	72 HILLTOP DR. LITH
Middleton KINGSBURY	17 N 70 ADAMS WEST DUNDEE 60118

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98 Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
43 Robert W. Siefert Chairman of Fox River Crossing	946 Deane Ave. Elgin - suite 1 Elgin
Ralph P. Bayler	99 Birch St CARPENTERSVILLE IL 60110
Don Smith	116 KING WILLIAM ST EAST DUNDEE IL, 60115
Scott Killinger Director of Public Works	1200 W. Beringer Drive Carpentersville 60110
MARC MURARETTI Alton Twp	3702 NW Hwy Crystal Lake 60014
JAMES SPEAR COUNTY BOARD	103 SPARROW RD CARPENTERSVILLE 60110
RICHARD MILNE ACRES	42 WILLOW BAY DR. SO. BARRINGTON, IL. 60010
Jayna Legg Commer. News	Carpentersville IL
DONNA JENDRUCZEK	2 Autumn Trail Barrington Hills, IL 60010
ED REGALADO	500 WINDHAM TRAIL CIVILLE IL.
DENNIS RITTER	1250 WHITE CHapel Ln. ALTON, ILL. 60102
DENNIS IN-SANTO	FAKE 550 W ALGONQUIN RD. DUNDEE ILL 60118

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98

Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Joy M. Sulewski 23715 Stat Circle	23715 Stat Circle Carpentersville, IL
BILL GANEK	2260 HARNISH DR. ALGONQUIN
Anda Junker 109 Soldiers C'Villo	
JAMES FISER 235 BUTTE LN C'VILLE	
Mr & Mrs. Robert Wampack	55 W 385 LATHROP LN DUNDEE
Mr. Frank Xoselli	100 W MALL DR C'VILLE IL 60110
Clarence Nolan	408 Amarello Ct - C'ville IL
John Patrick	35 W 090 Lathrop Ln Dundee
David L. Lutz	35 W 090 Lathrop Lane Dundee
Mr. & Mrs. DAVID Huff	182301 Sawyer Rd. Dundee, Ill. 60118
Jim & Cheryl Callahan	1200 Besinger Dr, C'ville IL
Gerald Rizza	360 388 Humbly Rd West Dundee

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**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98

Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
JANET FIELD George Field	115 BOLZ ROAD CARPENTERSVILLE
Bob Furlan	1409 Longford Circle Elgin, IL 60120
Mike & Elaine Staples	1500 RICHMOND LN ALGONQUIN
MR. H. C. BREEDING	1360 WHITE CHAPEL LN. ALGONQUIN IL 60102
R. A. BRANDT	148 ALGONQUIN RD
Ed + Sarah Emerson	7 Hickory Dr Carpentersville
Steve Curry	521 Tyler Drive Carpentersville, IL
Aue Hamey	1218 Timber Dr. Sleepy Hollow, Ill.
Ellen Bortolotti	1151 Denver Dr. Carpentersville IL
JACKIE TREDUP	2211 COUNTRY LN ELGIN IL 60123
Michael J. Kilbourne	1726 Farmside Dr Carpentersville
PATRICK J. SHARPE	36W297 Hickory Hollow Dr W. DUNDAS, IL 60118

50

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98 Location: RANDALL OAKS GOLF CLUB

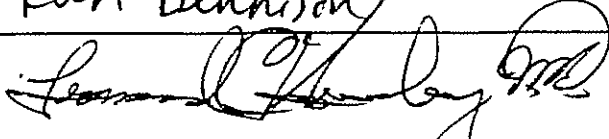
PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Margaret Scattano	975 Chippewa Circle Carpentersville IL 60110
DOAN VALENTINE	542 WILMETTE CARPENTERSVILLE, IL 60110
Dr + Mrs David McConnell	600 Bonnie Dundee RD Dundee
Mr + Mrs Elmer Coenen	191379 Randal Rd Dundee IL 60118
Debra J. Brown	218 So TTE St Dundee IL
Lee Barrett	344049 Fox River Dr E. Dundee, IL 60118
CARMEN BARRETT	11 11
Kenneth Jacobsen	1305 Wilson Carpentersville 60110
CARL LUNDSTROM	191777 LUNDSTROM W DUNDEE IL 60118
Amy Kalupski	131 San Juan Rd Carpentersville 60110
Mary Curry	521 Tyler Drive Carpentersville, IL 60110-2300
Paul Beitram	355 415 LATHROP DUNDEE IL 60118-9223

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98 Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
RAYMOND J. SCHLADEN	29 PINE CARRERSVILLE IL 60110
TED LACHUS	1480 SPRING HILL DR ALGONQUIN IL 60102
Jasmine Jacobsen	1305 WILSON, CIVILLE, IL.
Paula Lauer	619 Hillcrest St W. Dundee
Dolores Duncan	43 Sparrow Cville 60110
Lucy Delap	18 WENTHOLT E. DUNDEE 60118
CAROL SCHOENGAART	909 Willow Sleepy Hollow 60118
Chester & Francis	35W305 Crescent Dr W. Dundee Ill 60118
E Ann Francis	" " " " "
Kate Schumacher	541 Wendt Ave. East Dundee Ill 60118
Kurt Dennison	35 W 291 Blackhawk Dr S. Elgin IL
	35 W 319 Forest Dundee

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98 Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Susan L. Healey	35W 319 Forest Dr Dundee IL 60118
Richard L. Schumacher #	541 Wendt E. Dundee IL 60118
Timothy Eves	1531 Richmond Ln Acb. IL 60102
Verry Dick	1541 Richard Dr Algonquin IL
Jeanne Smith	3925 Wisteria Ct. Lake in the Hills, IL 60102
Louise and Chester Queda	87 Edwards Ave. West Dundee, IL 60118-2929
RICK A ZIRE	325 W MIDDLE ST SOUTH ELGIN IL 60127
Andy Shanahan	38W 656 Hopps Rd Elgin IL 60123
Scott Demuth	1820 Cambridge Dr. Civille, IL 60110
TARA M. JACOBSEN	15N 615 Elgin Ave Dundee IL 60118
JAMES T. SCHULT	117 Wisconsin St - Carpentersville 60110
Mark Tagatz	1253 Manchester Dr. Crystal Lake IL 60014

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98 Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Nancy Reeves	5N812 Peense Ln. - Wayne
JERRY GLOGOWSKI	730 BUTTERFIELD DR ALGONQUIN
THOM McNAMEE	36W461 Binnie Rd DUNDEE
STEVE PRCHAL	19N038 Angelina Pl Alg
Janet Larsen	353 DARTMOUTH ELGIN
CLYDE LARSEN	353 DARTMOUTH ELGIN
Laura Brehmer	1471 Lancaster - Alg.
JOHN REA	18N621 WOODCREST DUNDEE
Scott Mosler	142 Algonquin Barrington Hills
DAN HANS	1470 RICHMOND ALGONQUIN
LARRY BRAASCH	213 WASHINGTON C'VILLE
Quathy Buonaro	35W240 Lathrop Ln Dundas

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98 Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Jay Waterman Regional Steward the Nature Conserv. South Elgin	204 S. River St South Elgin
Ginny Rea	1810-621 Woodcrest - Dundee
ROBERT KOSIN VILLAGE OF BARRINGTON HILLS	mailing / PO box 91 Dundee, IL 60118 112 ALGONQUIN RD BARRINGTON HILLS, IL 60010
Bill Crowl	174 Pheasant Tr. Carpentersville, IL 60110
ROBERT W. GIBSON	48 ASPEN LANE CARPENTERSVILLE IL 60110
Veronica Euth	1370 White Chapel Algonquin
JAMES C. EVITTS, JR.	1370 white Chapel Lane Algonquin
Meg Harris	35W225 Crescent Dr Dundee, IL 60118
Terry Hein	1 Autumn Trail Barrington Hills, IL 60015
DAN SMYCZYNSKI	10 AUTUMN TRAIL BARRINGTON HILLS, IL 60015
Adele Smyczynski	10 Autumn Tr Barrington Hills, IL 60015
Dave Alessio	1871 ARBORDALE LN ALGONQUIN, IL 60102

10/14/98

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/22/98 Location: RANDALL OAKS GOLF CLUB

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Gary Rung	3290 Oak Knoll Rd Carpentersville
Peggy & Scott Siepka	1501 Richmond Ln Algonquin, IL 60102
Margaret Librande	205N Lincoln Ave Carpentersville
Paul Egeant	1490 Richmond Lane Algonquin, IL
Mickie & Kilbourne	1726 Farmside Carpentersville, IL 60010
Bill BRANDT	148 ALGONQUIN RD. BARRINGTON HILLS 60010
Bruce & ESTHER WEISS	
Donna & Steve Keneman	31 Robin Rd Carpentersville 20. 60110
Michael & Sharyn Gillett	1709 FARMSIDE DR CARPENTERSVILLE, IL 60110
Steve C. Meyer	105 Boltz Rd. CARPENTERSVILLE, IL 62110

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/28/98

Location: GENEVA PUBLIC WORKS
1800 SOUTH STREET

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
PATRICIA McARDLE	35W403 PINELANDS ST CHARLES IL 60174
EUGENE McARDLE	35W 403 Pinelands St. Charles, Il. 60174
Aranella C. Jeffers	1412 Surrey Rd Batavia, Ill 60510
Tom Shuber	1000 Randal Rd Geneva
Ingeborg L. MARTIN	56 LAKEWOOD Circle St. Charles, IL 60174-5522
Ron Winsor	266 Sedgewick Circle St. Charles 60174
JAN VAN SLEWT	3985 Ludington Ct HANOVER PA 17331
DAN LYNCH	C.B. BURKE ENGINEERING Village of Wayne 9575 W. HIGGINS Rd Rosemont
Linda Bardi	P.O. BOX 763 Geneva, IL 60134 WFXW. St. Charles
Bernie Quicich	6N 879 Durham Rd.
David Slimmer	180 Mistwood Ave N Aurora
Tim HARBAUGH	608 S. 11th Ave St. Charles

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/28/98 Location: GENEVA PUBLIC WORKS
1800 SOUTH STREET

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
GINI GRANT OLSON	5N 821 ROUTE 25 ST. CHARLES 60174
Edith Auchter, Board Member Community Unit School District 220	310 James St. Barrington, IL 60010
BOB CISSIK	36W 186 RIVERGRANGE RD. ST. CHARLES IL 60175
Anna Caruso	33W 040 STEARNS RD. ELGIN, IL 60120
CARL SCHOEDEL	41 W 011 Burlington Rd St Charles IL 60175
Susan Cherney	General Mills Operations Inc 1850 W. main St St Charles 60174
Janice Tompkins	21 Longlow Ct St. Clair IL 60174
STEVE SCHROEDER	121 STEURMAN BARTON IL
Betsy Johnson	1462 Averill Circle Geneva IL 60134
Mary D. Richards	551 W. Downer Pl. Aurora IL 60506
PENNY CAMERON	335 S. CENTRAL AVE AURORA, IL 60506
THOMAS RICKERT KANE CO. DIV. OF TRANS.	41 W 011 BURLINGTON ROAD ST. CHARLES, IL 60175

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/26/98

Location: GENEVA PUBLIC WORKS
1800 SOUTH STREET

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
DAN KOWALEWSKI ELGIN CHAMBER OF COMMERCE	350 S. SECOND ST ELGIN 60120
HARLAN RAVIANS Chicago Central R.R.	402 E 4th Street Waterloo IA 50703
John & Mary Venard	5661 Pinelands St. Charles, FL 60174
Nancy L. Weisk & Adam Sanetra	730 N. River St. Batavia IL 60510
TIMOTHY S. BRUCE	61075 OAKWOOD DR ST. CHARLES
DENNIS AMMONS	PO BOX 377 SO ELGIN IL 60177
Floyd W. Thompson	7N 363 Dunham Rd. Elgin Ill 60120
Rita & Lex Williams	3102 Blackhawk Ct St. Charles IL 60174-8607
Karen Steve McConnaughay Kane County Board	102 Creekside Ct. St. Charles, IL 60174
DAVID R. NORTROP	32W336 ARMY TRAIL Box 445 WAYNE IL 60184
Mary Docker	33W378 Army Trail St. Charles, IL 60174
SHEILA/STEVE BANGS	108 DEE RD. NORTH AURORA, IL 60542

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/28/98 Location: GENEVA PUBLIC WORKS
1800 SOUTH STREET

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
LUCY J. TOMLIN	36 W 927 RED GATE St. Charles FL 60175
WILLIAM W. TOMLIN	36 W 927 Red Gate Rd St. Charles FL 60175
Carol Platt	33 W 070 Stearns Rd Elgin IL 60120
ROBERT E. HETLINGER	33 W 070 S STEARNS RD ELGIN, ILL 60120
Clifford E. DeSanto Beth DeSanto	72021 Rt. 25 Elgin ILL. 60120
David Peebles	Batevia, IL.
Eileen Phipps	Village of Wayne
William W. Newman	57100 Meadow Dr. St. Charles
Tracy Clanton	
Dawn M. Hayunga	AURORA
Alexander Liardos	St. Charles
DAVID BILMAR	NO. AURORA

**REGISTRATION FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

Meeting Date: 7/28/98 Location: GENEVA PUBLIC WORKS
1810 SOUTH STREET

PLEASE PRINT CLEARLY

NAME & AFFILIATION (IF ANY)	ADDRESS
Patti Malmborg	407 King Ave East Dundee IL 60118
Steve Byers	914 S. River Rd McHenry, IL 60050

2. Photographs of Exhibits

The following section contains photographs of the exhibits for the five proposed bridge corridors, displayed at each of the four hearing locations.

PURPOSE & NEED

SERVE EXISTING LAND USE

SERVE FUTURE LAND USE IN CONFORMANCE
WITH KANE COUNTY'S LAND USE PLAN

ENHANCE TRANSPORTATION NETWORK

RELIEVE CONGESTION
IMPROVE ACCESS

ALTERNATIVES

NO BUILD ALTERNATIVE

**CONGESTION MANAGEMENT
SYSTEM ALTERNATIVES**

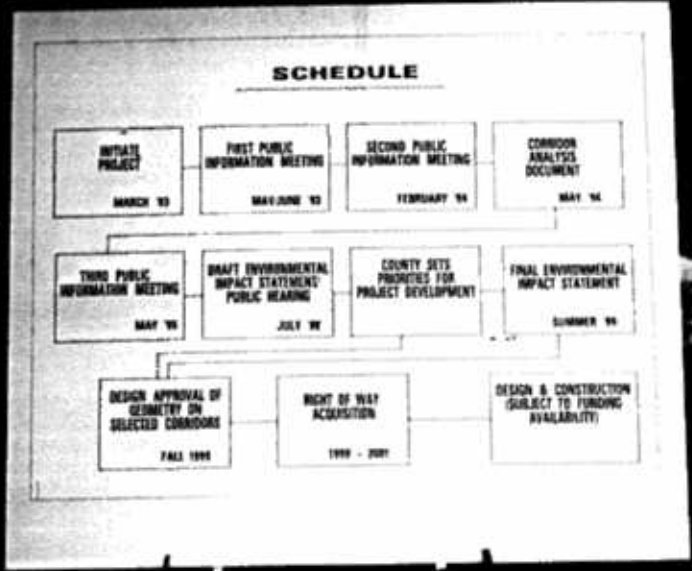
TRAVEL DEMAND REDUCTION
HIGH OCCUPANCY VEHICLE FACILITIES
IMPROVED / NEW TRANSIT
IMPROVEMENTS TO EXISTING FACILITIES

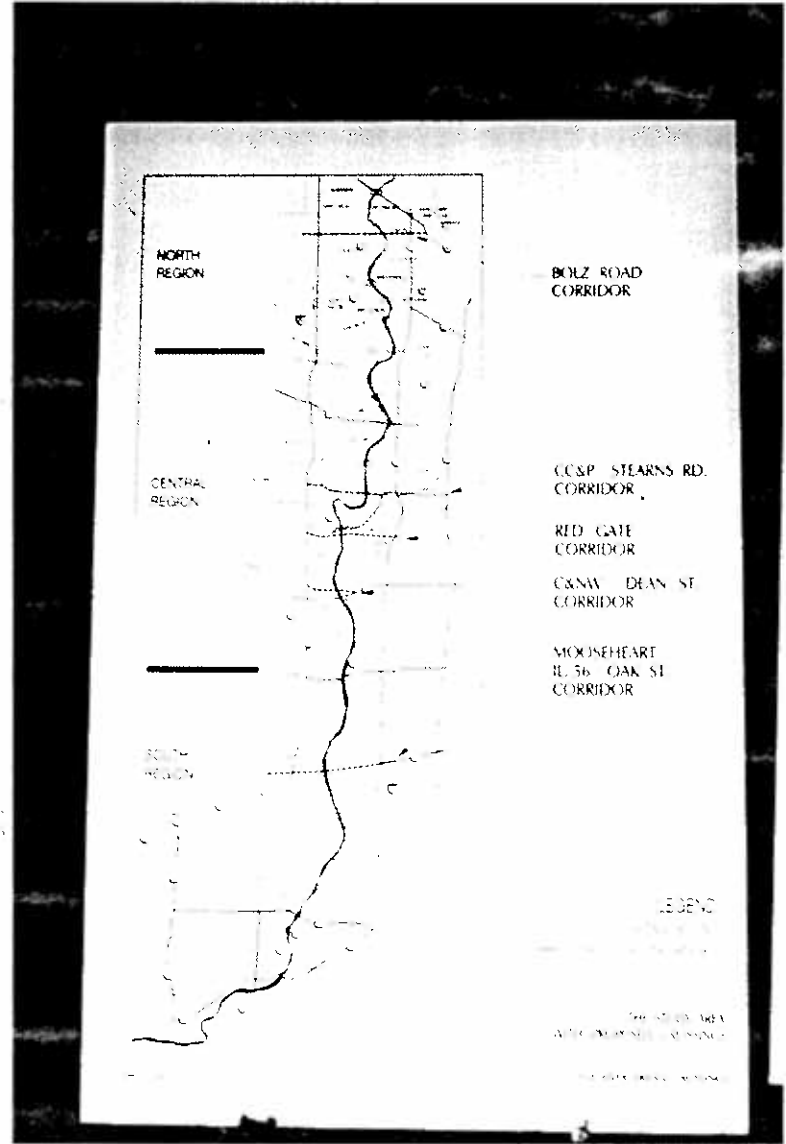
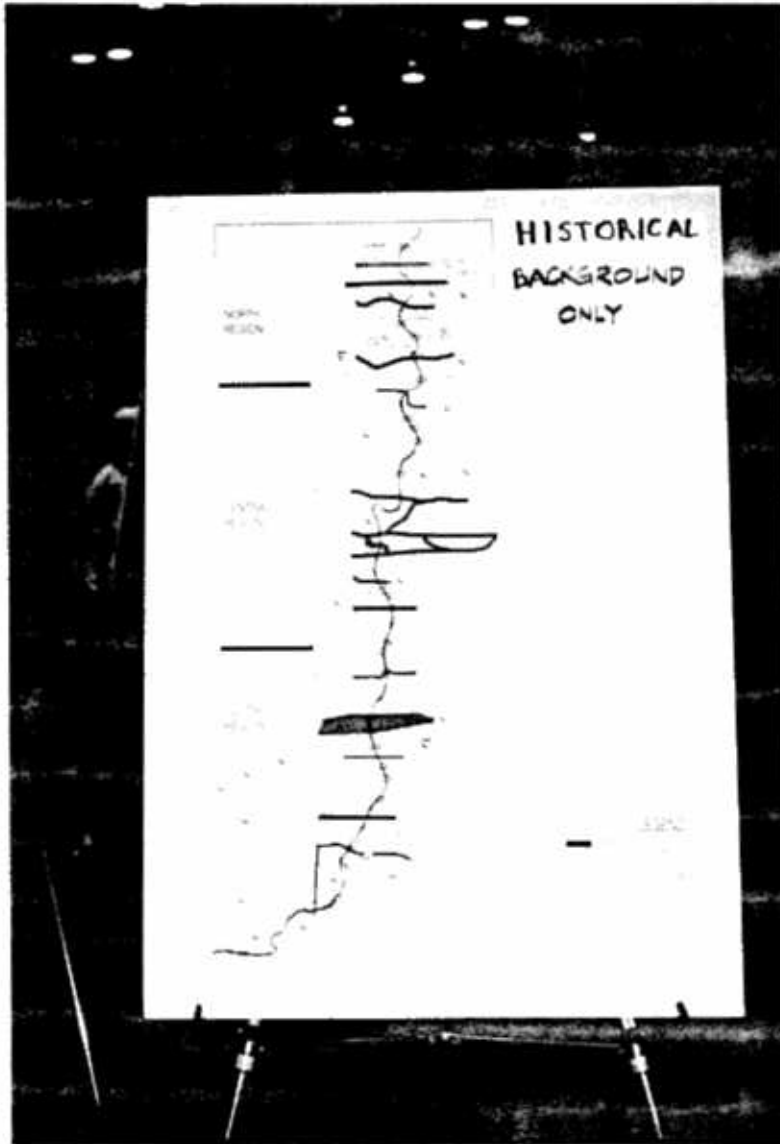
BUILD ALTERNATIVES

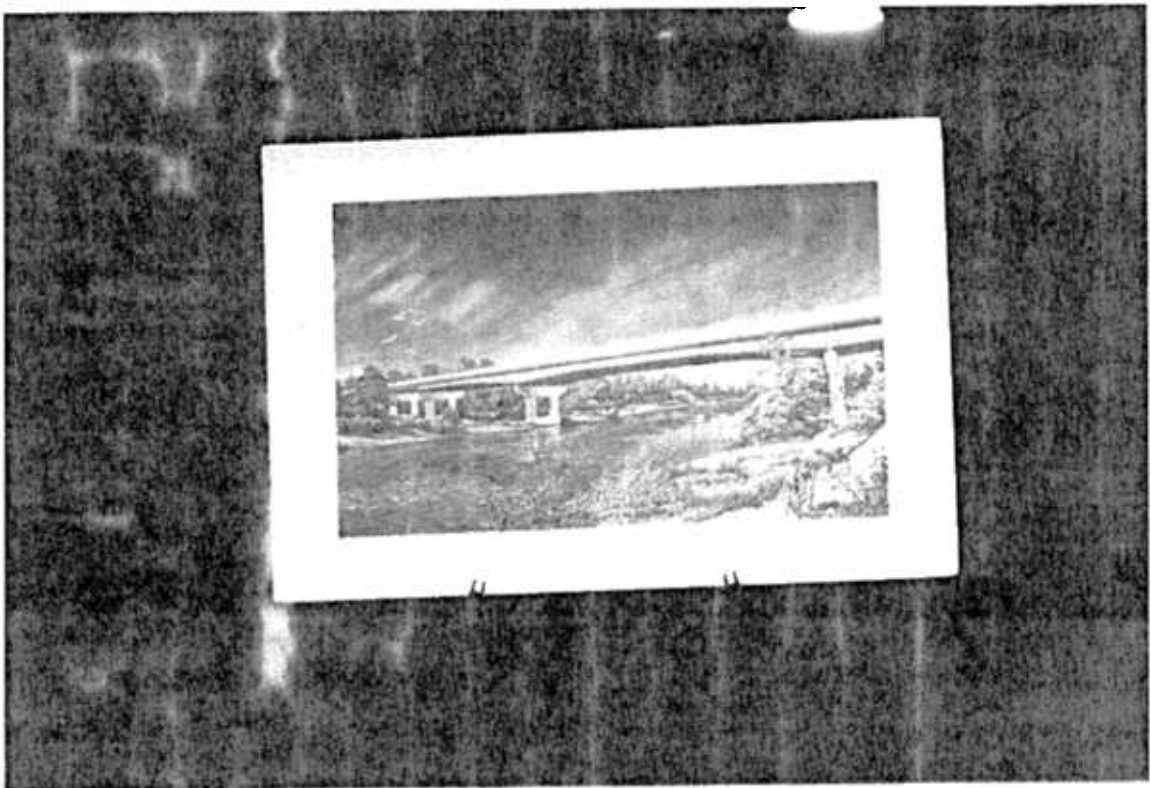
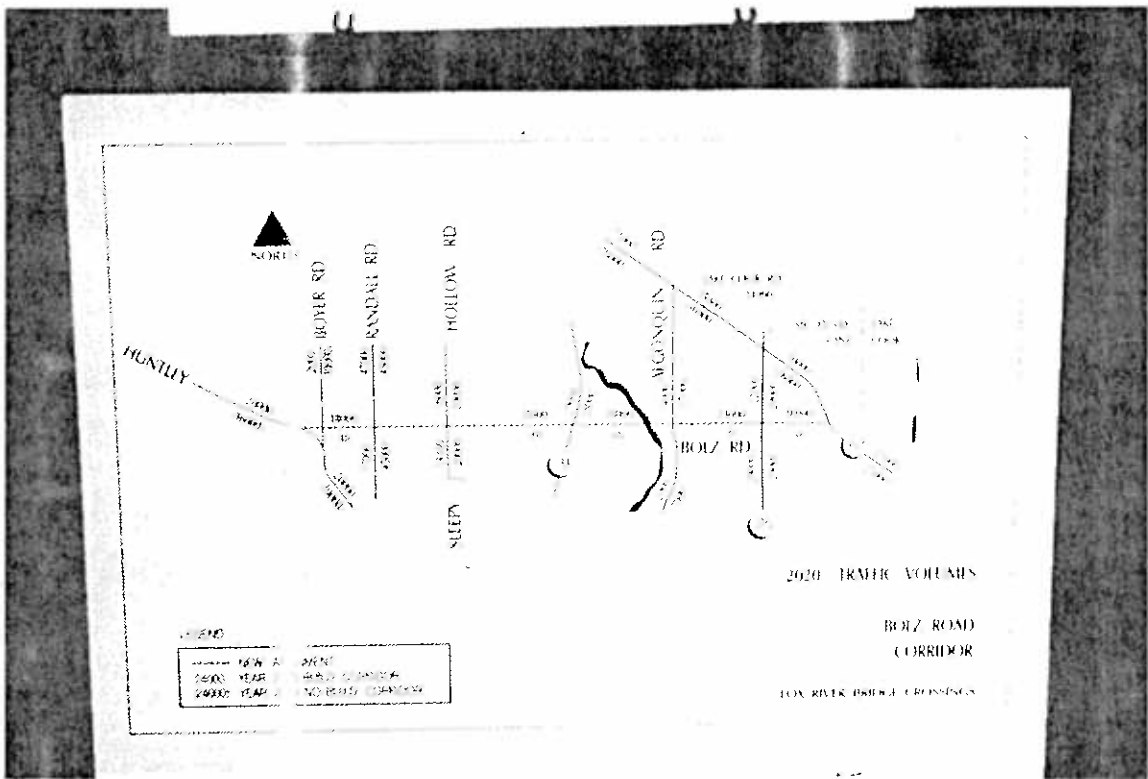
UP TO ONE ALIGNMENT IN EACH CORRIDOR

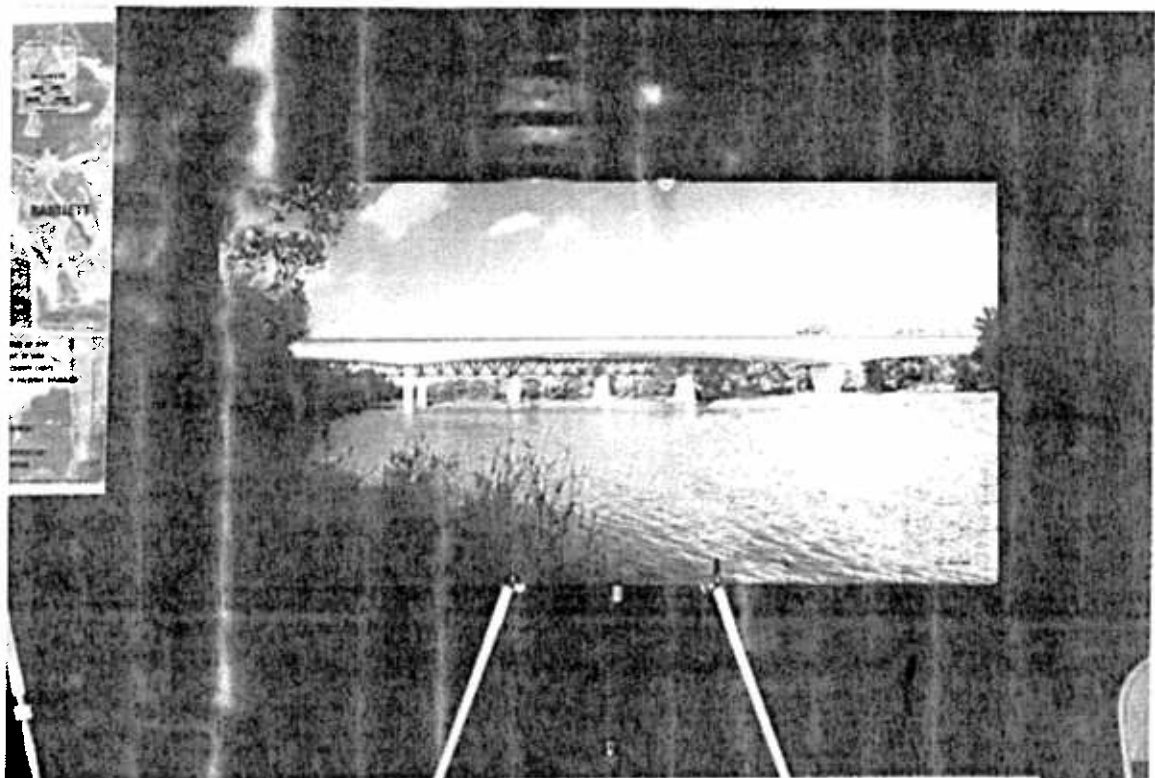
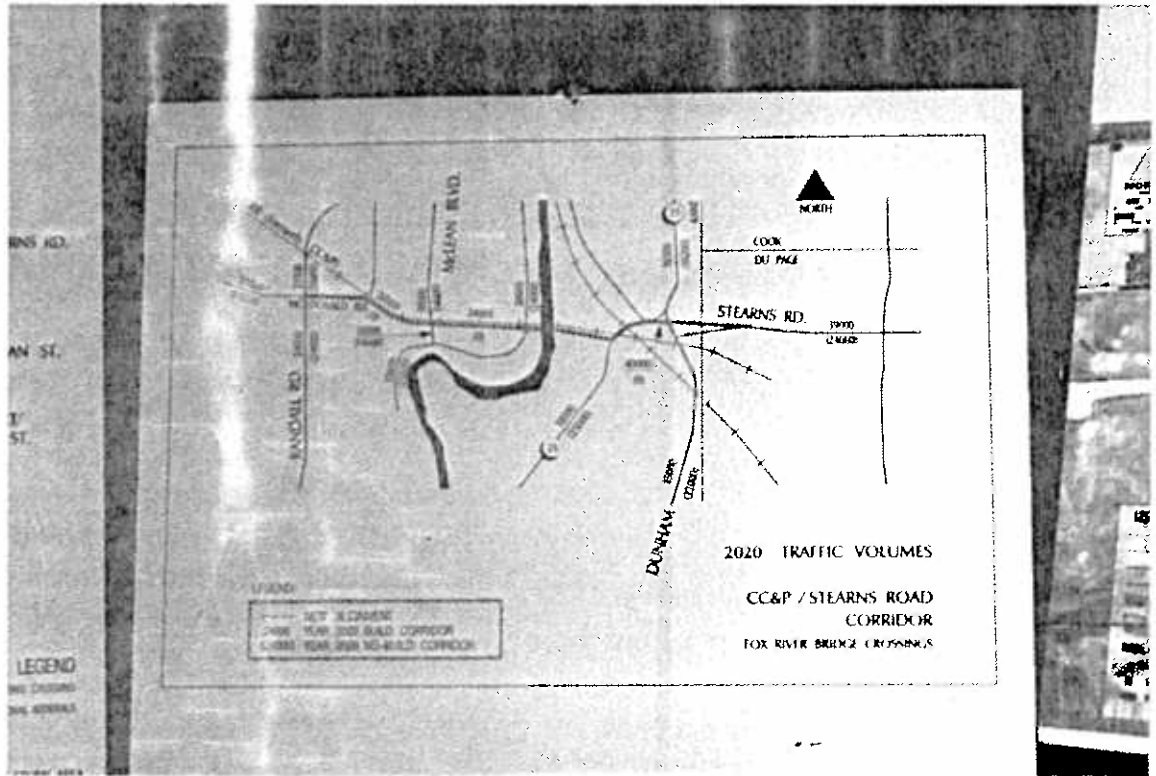
HISTORICAL
GROUND
ONLY

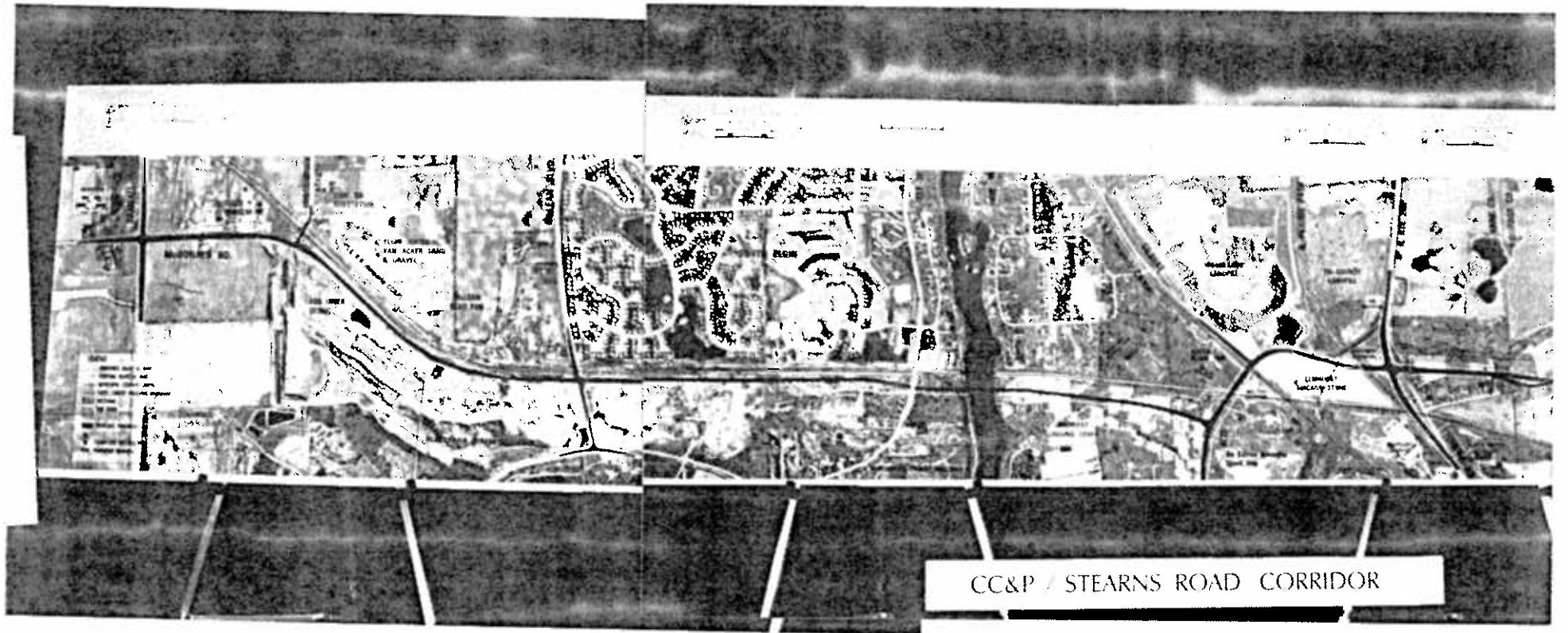
LEGEND
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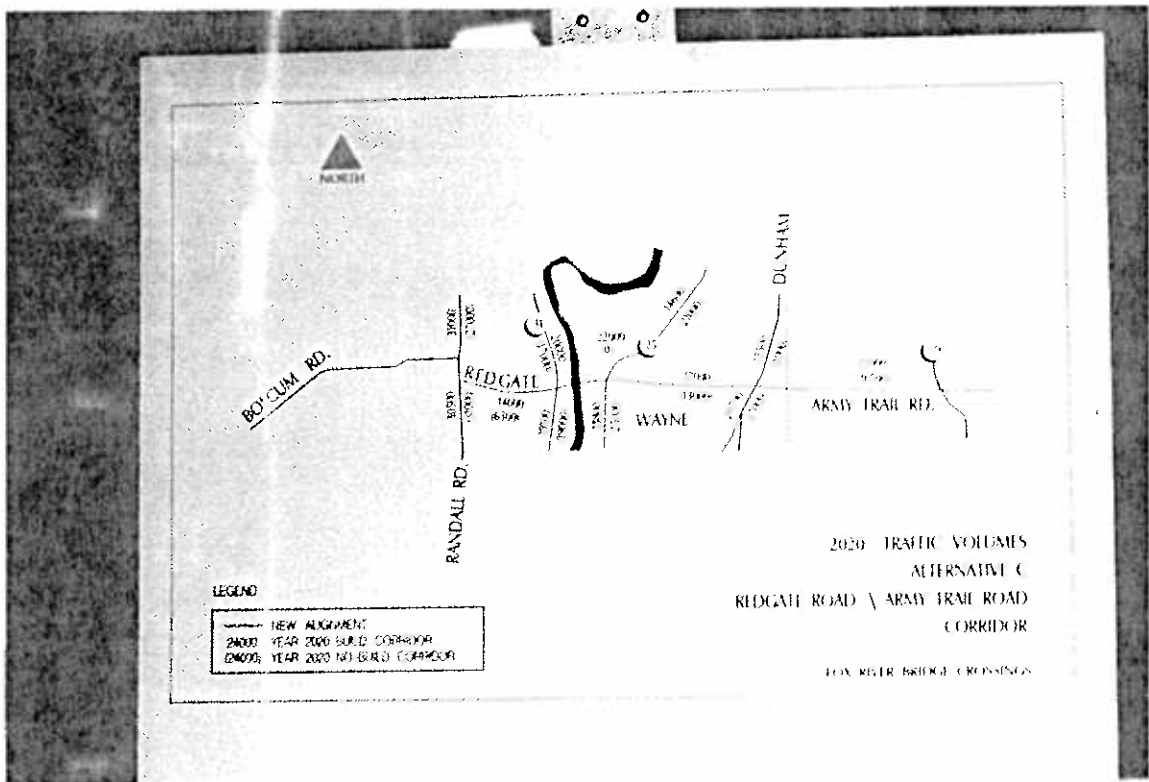
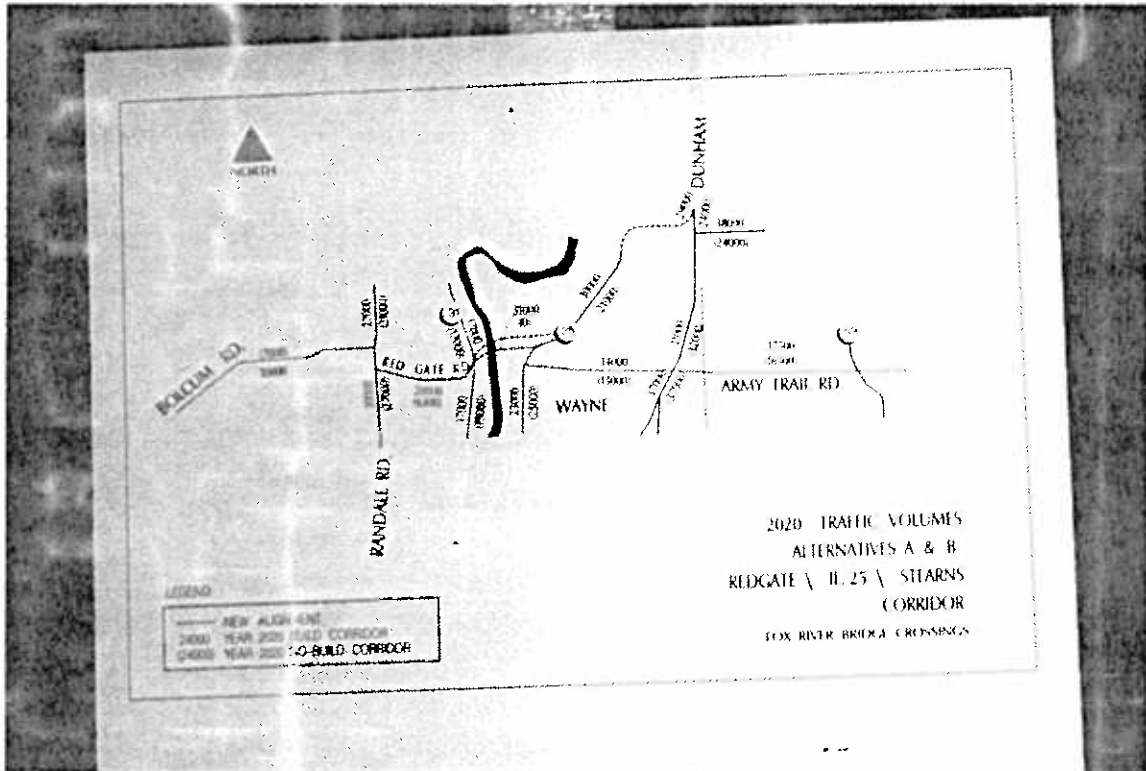


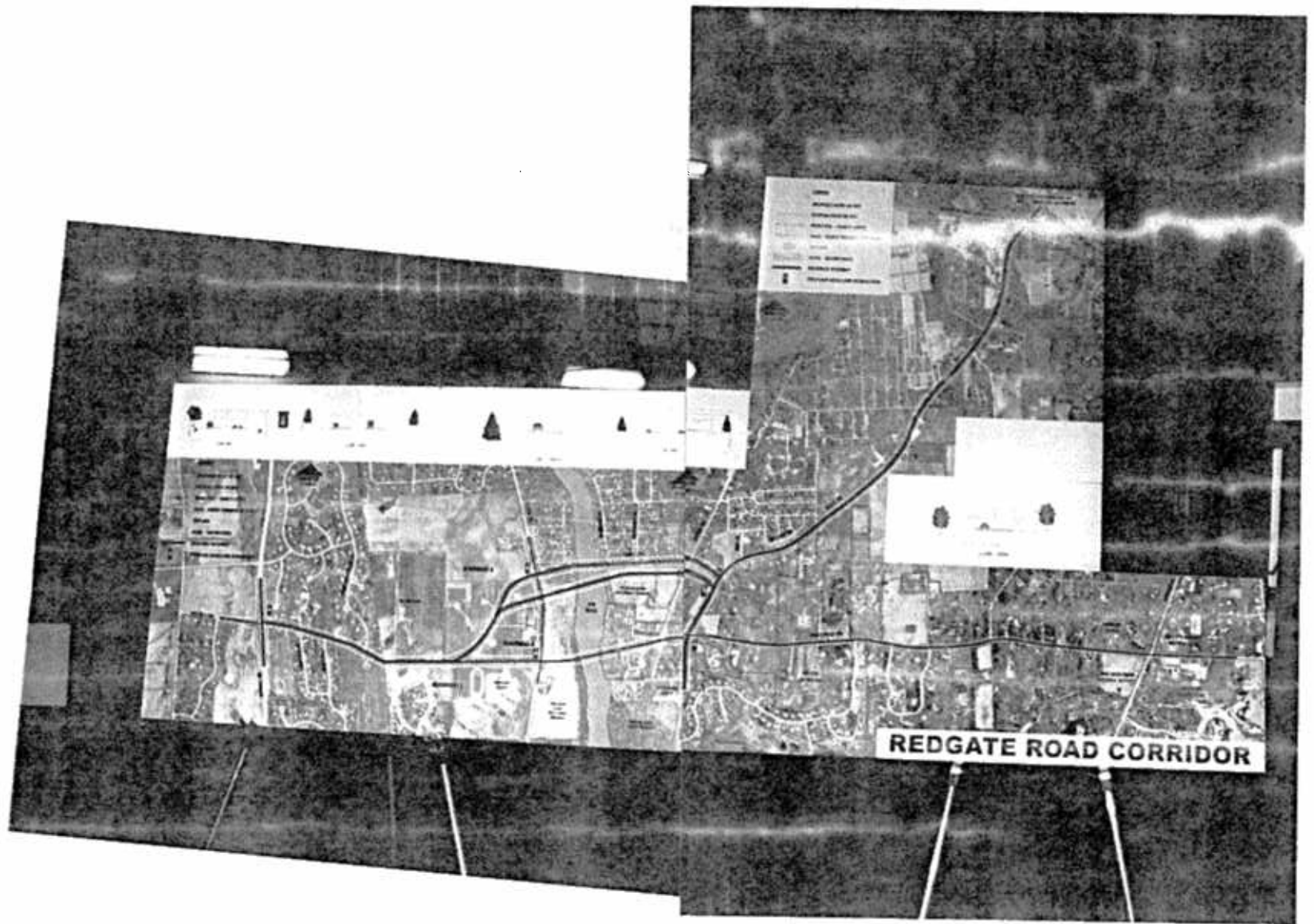




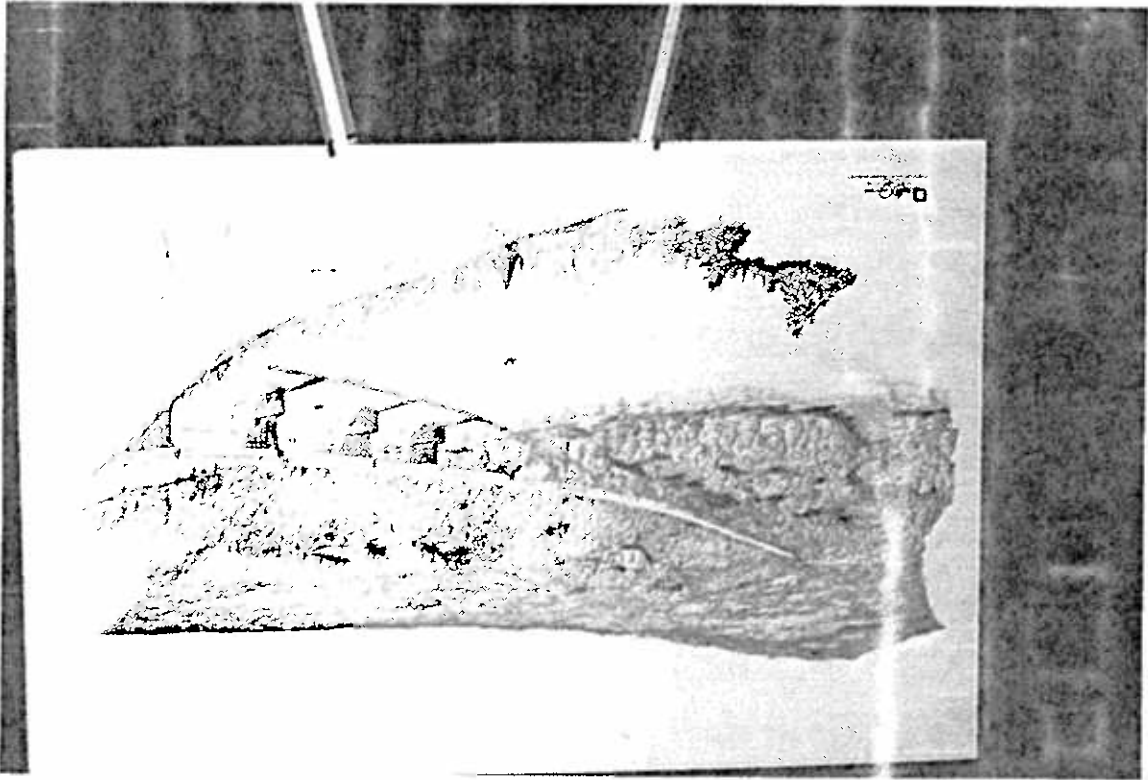


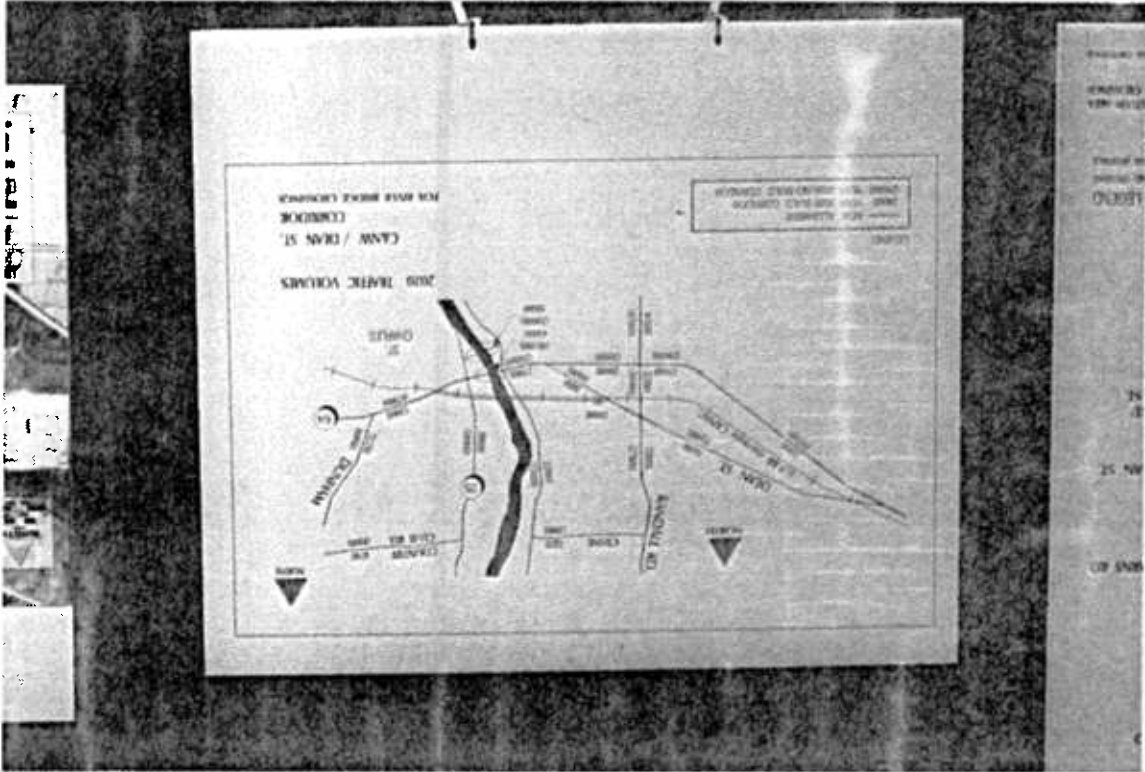
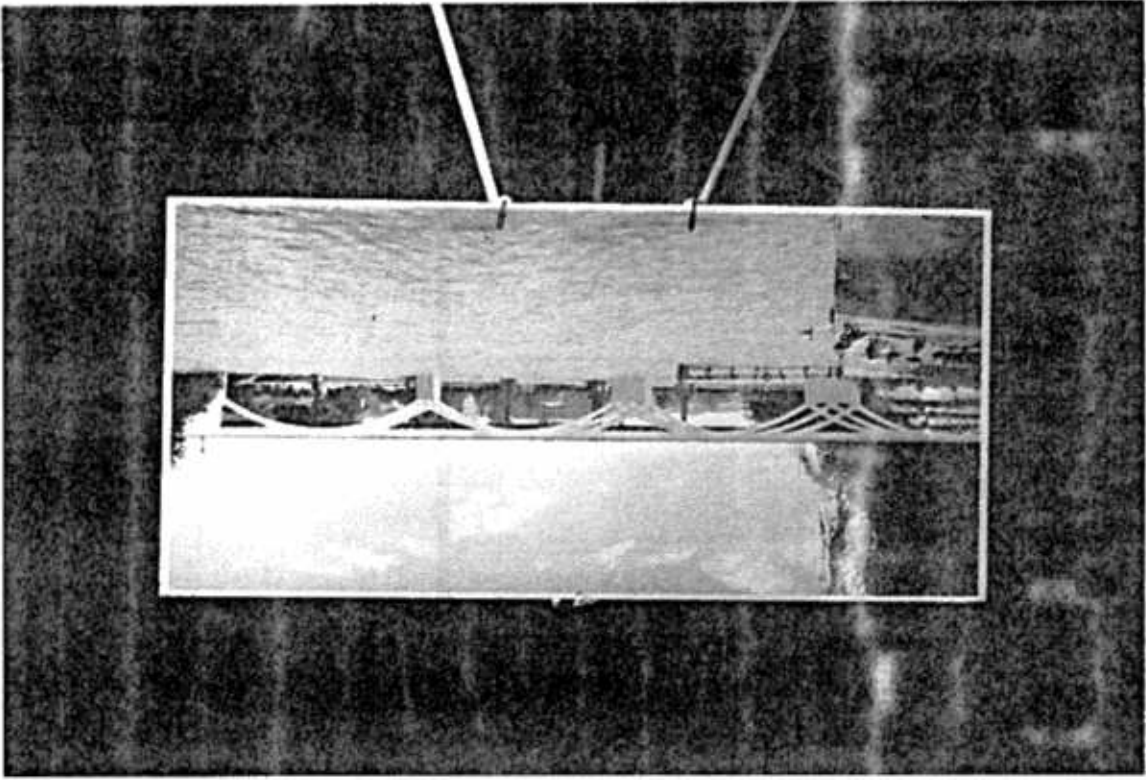
CC&P / STEARNS ROAD CORRIDOR



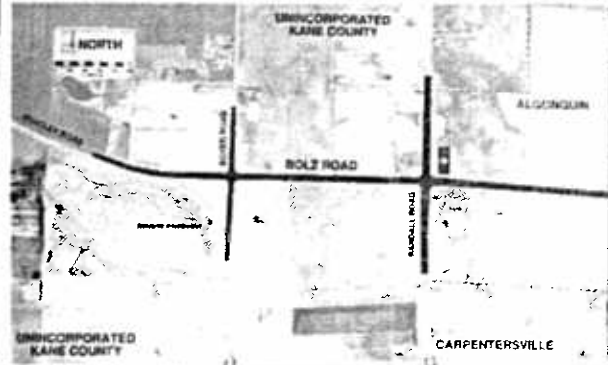


REDGATE ROAD CORRIDOR

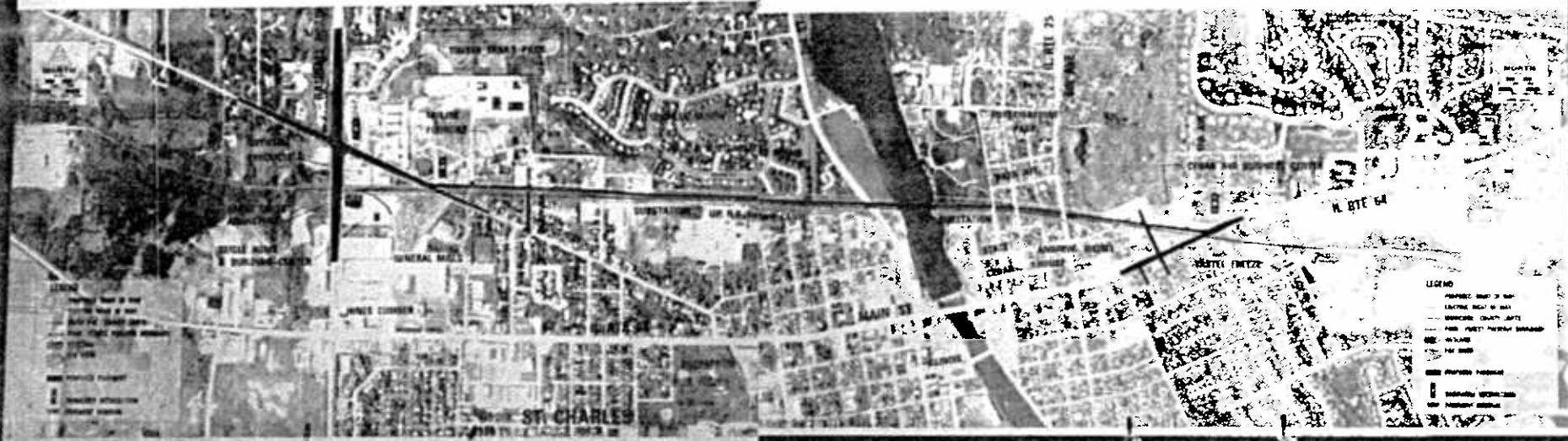




BOLZ ROAD CORRIDOR



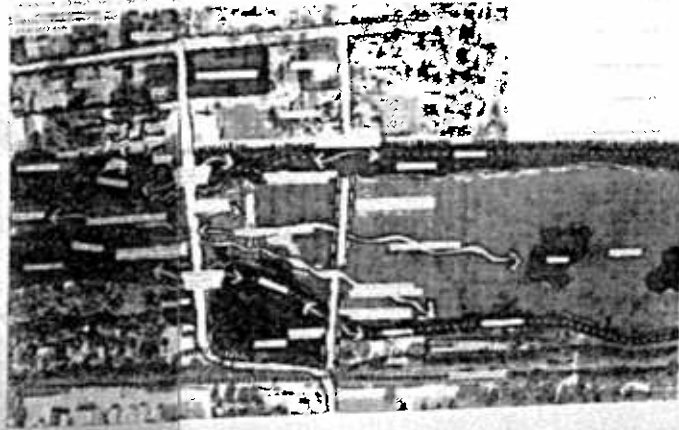
ST. CHARLES



LEGEND
STREET LIGHTS
STREET LIGHTS
STREET LIGHTS
STREET LIGHTS

LEGEND
STREET LIGHTS
STREET LIGHTS
STREET LIGHTS
STREET LIGHTS

ST. CHARLES



CPKLL

MISSIONS CONTROL CENTER
ENGINEERING CONTROL
INSTRUMENTATION - 2000
NAVY
RESEARCH AND DEVELOPMENT
NAVY RESEARCH AND DEVELOPMENT
NAVY RESEARCH AND DEVELOPMENT
NAVY RESEARCH AND DEVELOPMENT
NAVY RESEARCH AND DEVELOPMENT



OAK STREET / ILLINOIS RTE 56 CORRIDOR



APPENDIX A

Part II

Comments to the Draft Environmental Impact Statement and Responses

INTRODUCTION

The Illinois Department of Transportation (IDOT) in cooperation with the Federal Highway Authority (FHWA) has complied with the National Environmental Policy Act (NEPA) and IDOT policy with respect to formal public participation for the *Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS)* by making the subject *DEIS* available for public review and comment from June 4, 1998 through July 31, 1998.

Chapter 1 of this Part contains a summary with responses of the comments from resource and regulatory agencies who will be involved in the review and approval of the EIS followed by the actual comments. Chapter 2 contains comments from other Agencies and Government bodies that are relevant to understanding the DEIS. Chapter 3 contains a general summary of the comments and generalized responses to the written comments and transcripts of oral comments received from the general public which immediately follow this discussion. Chapter 4 contains comments from groups with apparent specialized knowledge.

APPENDIX A

Part II - Chapter One

Comments from Resource and Regulatory Agencies with Responses

This chapter deals with comments from resource and regulatory agencies that will be involved in the approval of the EIS or serve as a resource to those agencies that will be involved in the approval. The first part deals with the comments from agencies that are involved in the NEPA/404 Concurrent Process. Comments from other agencies follow.

Comments from the following agencies are part of the primary section of this chapter and follow the comment-response discussion:

- United States Department of the Interior (USDO I), 8/17/98
- United States Army Corps of Engineers (ACOE), 10/19/98
- Illinois Department of Natural Resources (IDNR), 8/3/98
- United States Environmental Protection Agency (USEPA), 9/9/98
- Illinois State Geological Survey (ISGS), 8/6/98
- Illinois Nature Preserves Commission (INPC), 9/10/98

Within the consolidated comment-response portion of this chapter, comments received that are similar in nature or address similar concerns have been consolidated to focus on the issue of concern, and a response is provided that addresses all of the similar comments. Some comments, although appreciated, do not require a specific response and are not called out herein. Many comments have been paraphrased to reduce their length, but retain the essential detail. The comments and responses are grouped by area of concern, referenced to the appropriate section of the DEIS, with the commenting agency noted by their initials as cited above. Comments, which require a specific response, were received on the following sections of the DIES:

- Preface

- 2.0 Affected (Existing) Environment
 - 2.2 Agriculture
 - 2.7 Water Quality and Water Resources
 - 2.9 Biology

- 4.0 Environmental Consequences
 - 4.7 Water Quality and Water Resources
 - 4.8 Wetlands
 - 4.9 Biology

- 5.0 Section 4(f) Evaluation
- 6.0 Coordination and Commitments
- 9.0 References

Agency Comments

2.0 AFFECTED (EXISTING) ENVIRONMENT

2.2 Agriculture

- 2.2.1 COMMENT: Page 2-7, Sect. 2.1.2.1 -- Increasing access to the west of the Fox River in a dispersed fashion will serve to promote expansion west in a more dispersed fashion and consume prime farmlands in the rush of development. (INPC)

RESPONSE: The EIS recognizes that this type of growth will occur in any case. The intention of the EIS is to complement the goals of the *Kane County 2020 Land Resource Management Plan*, which encourages compact, contiguous growth in the eastern portion of the County and preserves the rural qualities of the western portion. Since the beginning of this project, growth has continued further into Kane County with or without any awareness by the public of this project.

2.3 Cultural Resources

- 2.3.1 COMMENT: Page 2-84, Sect. 2.3.5 – Road projects can be integrated with manmade historical districts. Road projects are not compatible with environmentally sensitive high-quality natural areas. (INPC)

RESPONSE: This comment portrays the corridor selection process as having given priority to impacts to the manmade environment in one corridor as opposed to the natural environment in another corridor, specifically the Red Gate corridor v. the CC&P/Stearns Road corridor. There have not been trade-offs in the advancement of corridors. Each corridor is being evaluated on its own merit. The Red Gate Corridor is being dropped from consideration because of impacts to historic properties and because of previous stipulations of no impacts to the Wayne Historic District. Additionally, since each corridor is being evaluated on its own merit, any unacceptable environmental impact produced will be recognized in the Record of Decision as a No-Build Option in the corridor.

2.7 Water Quality and Water Resources

- 2.7.1 COMMENT: On page 2-23, the DEIS states that the State Street Creek is a channelized, enclosed waterway in an urbanized area of St. Charles. The Environmental Statement should be corrected to indicate that this creek is not entirely enclosed. Portions remain in an open channel, though the creek is highly degraded and channelized. (USDOI)

RESPONSE: This correction is reflected in the Final EIS. (See Section 2.1.7.)

2.9 Biology

- 2.9.1 COMMENT: We would suggest that the computer program published in 1994 by Masters and Wilhelm (1979 and 1994) to enable easy use of the assessment method should be used to redo the floristic quality assessments so that consistent direct comparisons can be made. In addition, all plant nomenclature should follow a single reference, in this case Swink and Wilhelm (1994). (USDOJ)

RESPONSE: The proposed revisions have been incorporated into the FEIS. (See Sections 2.1.8, 2.2.8, 2.3.8, 2.4.8, and 4.3.8.2 for FQI.) (See Sections 2.2.8, 2.2.9.1, 2.3.8, and 2.3.9.1 for plant nomenclature.)

- 2.9.2 COMMENT: Page 2-15 – Should “fen” be included as an ecotype here? (INPC)

RESPONSE: Gosselink & Mitsch (1986) place both fens and bogs in the same ecotype, identified as peat-forming areas or peatlands. Water chemistry, hydrologic flow, and general location on the landscape are the main differentiation between the two types.

The fens within the CC&P/Stearns Road Corridor would most likely fall under the classification of peatland (northern boreal region) minetrophic.

The bog type described in the geology subsection on page 2-15 of the DEIS was taken from an old edition of the Kane County Soil Survey (1973) and since revised (1979). The newer edition does not utilize the same comparison between soil types and typical ecosystem. This section is a general overall project description and is not meant to be a treatise on fen ecotype. More detailed and specific information is provided in the Wetland Resources Technical Report, the companion document to this EIS. (See Sections 2.1.6.2, 2.2.6.2, and 2.3.6.2 for revisions.)

- 2.9.3 COMMENT: Page 2-19, Table 2.1-6 – It is important to develop and IBI and Habitat Assessment for Brewster Creek. (INPC)

RESPONSE: The INHS conducted fish surveys and habitat characterization for four sites within the Brewster Creek drainage (Taylor, et al., 1997). This included two sites on the unnamed tributary of Brewster Creek and two sites on Brewster Creek. The fish data reported in the INHS memorandum consisted of a list of fish species collected and if the member collected indicated it was uncommon (fewer than 5), common (between 5 and 10), and abundant (greater than 10). The habitat characterization included a description of the substrate, stream width, depth, and water clarity.

The IBI Habitat Assessment (the PIBI) stream quality indicators require additional information to be determined. Both of these are described in greater detail in the “Surface

Water Resources Assessment Methodology” of the *Water Quality and Water Resources Technical Report, Fox River Bridge Crossings, Kane County, Illinois*.

The INI included 12 metrics, which generally include the total number of fish, the number of individual indicator species, the trophic composition, and the fish abundance and condition. The PIBI requires data including the percent substrate as silt-mud, the percent as claypan, the mean stream width and the percent pool.

Additional assessments of the East Branch of Brewster Creek were conducted by IDNR in 1998. Huff & Huff then conducted additional assessments in 2000. The results of these are included in the FEIS (See Section 2.3.7.).

4.0 ENVIRONMENTAL CONSEQUENCES

4.7 Water Quality and Water Resources

4.7.1 COMMENT: The CC&P/Stearns Road Corridor and alignments A & B of the Red Gate Road Corridor have many sensitive resources within the areas of the chosen corridors. Not only the effects from construction and operational impacts, but also the secondary and cumulative impacts in future years would degrade the existing resource base. Should this alignment be selected, it is strongly recommended that additional groundwater monitoring be done to have a better understanding of the true hydrology that involves these wetland complexes which contain fens that are very sensitive to hydrologic changes and cannot be replaced through mitigation. (IDNR)

RESPONSE: Additional groundwater monitoring and modeling has been performed to assess the hydrology of South Elgin Fen and Brewster Creek Fen and additional investigations of the recharge area for Day’s Fen performed. With this information, baseline conditions have been established and additional mitigation strategies developed.

The results of this monitoring is noted in the FEIS, with a more detailed description provided in the *Fox River Bridges CC&P/Stearns Road Environmental Roadway Corridor Technical Memorandum (7/2000)*. The net impact on groundwater of the proposed project would not result in a noticeable impact.

As for the Red Gate Corridor, it has been dropped from further consideration and no additional studies will be performed regarding it.

4.8 Wetlands

- 4.8.1 COMMENT: It appears from the analysis presented that the project is not likely to alter the shallow groundwater aquifer that provides hydrology to these wetland areas, except through conversion of small portions of the recharge areas to impervious surfaces. The only issue that is not clearly discussed in the DEIS is the amount of earthwork that may intersect the shallow water table during construction. It is not clear where the proposed (CC&P/Stearns Road Corridor) roadway would be constructed relative to the existing grade and how much excavation would be needed for the roadbed and any underground utilities. (USDO)

RESPONSE: While the design details are not complete, the design will be developed to minimize interception of the shallow water table. At this time the only places that appear likely to occur are located where they are isolated from locations feeding the wetlands, e.g., new wetlands will be developed on the south side of Brewster Creek, opposite of the South Elgin Sedge Meadow. Again, the impacts to groundwater were modeled and found negligible. Analysis to-date has also indicated that where storm sewers are proposed, they will be above the shallow groundwater.

If a situation should arise with the potential to intercept the shallow groundwater that had not been anticipated, it will be evaluated for measures to prevent interruption of the groundwater, such as building trenches with drainage cut-offs.

- 4.8.2 COMMENT: The discussion of the runoff drainage system for the CC&P/Stearns bridge and approaches on page 4-127 of the DEIS is confusing and some graphical representations of the proposed drainage routing and system would be helpful. (USDO)

RESPONSE: The drainage system discussion in Section 4.3.8.2 has been revised to reflect the *Environmental Roadway Corridor*. The highlight of that system include that in the Brewster Creek Watershed, the watershed containing most of the more valuable resources [except Day's Fen], unrestricted runoff to streams and wetlands will not occur. Also, all stream crossings in this watershed will be by bridges, not culverts, to minimize disturbance to the stream. Exhibit 4.3-5 highlights some of these features. Other details of the drainage system will be developed later in detail in the Design Report.

Drainage details on the west side of the Fox River are not as critical to evaluating the environmental impacts of the proposed project because the only identified sensitive resource, Day's Fen, is upgradient and hydraulically isolated from the project.

4.8.3 COMMENT: In several places, the DEIS dismisses impacts to the wetlands vegetation from salt because the conveyance of this pollutant occurs primarily during the winter and would be flushed out of the wetlands during spring flooding. This may be true in some areas. However, wetlands along the Elgin-O'Hare Expressway have shown elevated chloride levels throughout the growing season in many cases, indicating that this impact may be greater than admitted in the DEIS. (USDOJ)

RESPONSE: Additional analysis on the impacts of salt has been completed for this project and are documented in the *Fox River Bridges CC&P Stearns Road Environmental Roadway Corridor Technical Memorandum* (July, 2000). These additional studies included spray and groundwater modeling. The mitigation also includes the interception of potentially salt laden runoff and it routing away from wetlands. The discussion in Section 4.3.8 of the FEIS has been revised to reflect these changes.

4.8.4 COMMENT: Consideration must be given (for all corridors and natural resource impacts) to the impacts on sensitive fen and wetland species from direct aerial deposition of salt spray on the plant tissue. (USDOJ)

The consequences of any such impacts that did occur are likely to be long term and essentially unmitigatable in nature. (USEPA)

Direct foliar damage to fen vegetation is conceivable. The proper experts should be consulted regarding this pathway. (ISGS)

If the duration and level of chloride increase in Brewster Creek is larger than estimated in the technical reports, the amount of chloride that can enter the ground-water system upgradient from the South Elgin Fen may be sufficient to alter the rare plant assemblage, thus degrading the habitat. (ISGS)

RESPONSE: Additional information was gathered to provide further characterization of direct aerial deposition. Baseline deposition studies were conducted occur in Day's Fen and South Elgin Fen beginning September 1999 and the findings summarized in the *Fox River Bridges CC&P Stearns Road Environmental Roadway Corridor Technical Memorandum* (July, 2000). Information from the Illinois State Water Survey's (ISWS) studies provided additional information on transport and mass deposition rates. The discussion of effects of salt deposition upon sensitive plant species was also being supplemented with a literature search and any available field study data. The discussion in the FEIS has been revised to reflect any new information. The EIS position is that while it is impossible to assure that there will be no salt deposition from the new roadway, mitigation measures, including eliminating or reducing other sources, will result in no net harm.

4.8.5 COMMENT: In many places the DEIS concludes that the build alternatives would have no impact on the wetlands. However, these conclusions are contradicted by a number of statements in the DEIS. We suggest that the EIS should be revised to more accurately reflect these statements in the final determination of impacts, rather than making these remarks followed by totally unsupported conclusions of “No Impact”. Furthermore, since these potential impacts would occur to high quality fen and sedge meadow communities that we currently do not possess the technology to recreate, these impacts are “unmitigatable” and thus should weigh heavily in the final selection of preferred alternatives. (USDOJ)

RESPONSE: The FEIS has been revised to eliminate the statement of “No Impact.” Instead, the statement is made that the wetland resources in the corridor are being degraded by the maintenance of existing practices. The mitigation plan proposed in the FEIS removes many of the factors currently contributing to the degradation of the wetlands and valuable water resources, such as septic tanks that leach to wetlands. The net impact of the project at a minimum is no net harm to these resources. The discussion in Section 4.3.8 of the FEIS has been revised to reflect this new approach.

4.8.6 COMMENT: The DEIS indicates that the railroad embankment will protect the fens from splash where the railroad is situated between the proposed roadway and the fens. However, information is not provided that indicates the elevations of the railroad embankment versus the proposed roadway to support the above statement. Such information and additional discussion should be provided in the Final EIS to allow the reader to determine if the above statement is valid. (USDOJ)

RESPONSE: A cross section was developed for the *Fox River Bridges CC&P Stearns Road Environmental Roadway Corridor Technical Memorandum* (July, 2000) which illustrated the height of the railroad embankment relative to the proposed CC&P/Stearns Road Corridor. This exhibit, and related discussion, are included in the FEIS. Additional salt spray and splash studies are also referenced. The discussion in the FEIS (Section 4.3.8) has been revised accordingly.

4.8.7 COMMENT: The DEIS does not provide a specific listing and total of wetland impacts, including those shared between corridors. Such information would be helpful in evaluating total impacts of each proposed corridor and alignment and should be provided in the final EIS. (USDOJ)

RESPONSE: The Summary section of the EIS provides a total of wetland impacts by corridor. Table 4.1-7 within the FEIS provides a more detailed complete listing.

The Red Gate Corridor, which had potential for shared impacts with the CC&P/Stearns Road Corridor, is being dropped from further consideration for reasons not related to wetlands. So, the issue of shared impacts is now moot.

4.8.8 COMMENT: The environmental impacts associated with the CC&P/Stearns Road bridge corridor and the Red Gate Alternative A alignment may require considerable costs, technology, mitigation and logistical measures. It appears that potential direct and indirect impacts to wetlands within these corridors – including Illinois Nature Preserve sites, Brewster Creek Fen, McLean Boulevard Fen and the Kane County Forest Preserve District – may be more than minimal. Proposed “Build” alternatives within the CC&P/Stearns and Red Gate alignments may adversely alter the unique nature including the shallow groundwater aquifer(s) which supports these wetlands. In addition, pages S-4 and S-5 of the DEIS acknowledge several areas of controversy and unresolved issues regarding the CC&P/Stearns Road bridge corridor. Most high quality wetlands are considered unmitigatable. (ACOE; 2-1)

A build scenario in the Stearns Road corridor would, however, serve to promote development along the new alignment and generate greater environmental impacts to the sensitive natural resources that occur there, including a state dedicated nature preserve and two INAI sites. Studies show that this corridor contains the greatest number of both high-quality natural areas (five) and listed species of all the proposed corridors. (INPC; 6-3)

RESPONSE: Corridor preservation is an important component of the proposed action, as documented in detail in the *Fox River Bridges CC&P Stearns Road Environmental Roadway Corridor Technical Memorandum* (July, 2000) and in the FEIS. The proposed action would actually reduce the amount of developed land affecting the sensitive resources and provide a higher level of protection to them than currently exists by converting private uses into land ultimately owned and maintained by the Kane County Forest Preserve and preventing other lands from ever being converted to developed private uses. The land thus targeted is part of the overall wetland studies undertaken as the to provide no net harm to these valuable resources. (See Section 4.3.8.)

This is the case for the Brewster Creek watershed where numerous properties are slated for conversion to Forest Preserve, including the Roloff property which adjoins the South Elgin Sedge Meadow, a horse farm adjoining Brewster Creek, etc.

The Day’s Fen recharge area had been threatened by potential development that could have effectively eliminated it. Instead, as part of this project, South Elgin has established protection of the recharge area. The purchase of the Fen is also part of the mitigation plan.

4.8.9 COMMENT: The position taken on wetland disturbance is not sensitive to wetland function and placement on the landscape. For example, the distance between isolated wetlands and their groupings on the landscape is not considered. Small isolated wetlands the majority of the time are described as providing little benefit and functional quality to the watershed or region, regardless of their local benefits. Also, if a wetland occurs outside the “riparian zone”, it is stated to have no beneficial aspects as far as the nearby stream or Fox River is concerned. The individual characteristics of each site impacted, when combined, will result in a loss of some benefits. Wetland impacts are discussed in detail and address the avoidance alternatives and the measures to minimize harm. For those impacts, the ratios must be computed from the FQI numbers. The NARI values cannot be used to compute wetland ratios under the 1989 Interagency Wetland Policy Act. If they do not have an FQI, then one must be computed from their existing species lists or another delineation of the wetland in question conducted. (IDNR)

RESPONSE: FQI numbers have been calculated, and a revision of NARI to FQI is included in the FEIS. (See Sections 2.1.8, 2.2.8, 2.3.8, 2.4.8, and 4.3.8.)

Many of the small isolated wetlands in the corridors are characterized based on FQI rating system. The local benefits they provide, such as flood retention, will be mitigated within the watershed by detention. While a “local” loss may occur, the benefits of creating larger wetland complexes serving to mitigate these impacts would outweigh the local loss. (See Sections 4.1.8 and 4.3.8.5.)

4.8.10 COMMENT: In February 1998, we made a number of suggestions to STS regarding the Water Quality and Water Resources Technical Report, some specifically regarding the calculations of possible increases in chloride to ground and surface water in the corridor. Given the conclusions made in the DEIS, it does not appear that our suggestions have been incorporated. Therefore, we are doubtful of the projections of chloride increases in ground and surface water in the corridor. (ISGS)

RESPONSE: The *Fox River Bridges CC&P Stearns Road Environmental Roadway Corridor Technical Memorandum* (July, 2000) has incorporated these comments are reevaluated impacts. These revised findings are presented in Section 4.3.8 of the FEIS.

4.8.11 COMMENT: A large amount of wetland organic soil is present between Illinois Route 25 and the Fox River along the alignment. If this “unsuitable” material must be excavated prior to construction, it is possible that ground-water levels in the South Elgin Fen may be affected because the wetlands are likely to be hydrologically connected beneath the CC&P (Illinois Central) railroad tracks. (ISGS)

RESPONSE: Decisions relating to remediating soil conditions for construction have not been addressed to date and will not be address before the design stage. If the concern is

intercepting or interrupting recharge currently bound to the South Elgin Fen, then this type of action will have no impact because it is down gradient of the recharge area. If the concern is causing a new avenue for the groundwater to drain too quickly from or to bypass the South Elgin Fen, then this will not be a concern with impermeable material specified.

4.8.12 COMMENT: If the primary concern to the fens is degradation of surface- and ground-water quality from road salt usage, then a two-lane Build Alternative for the CC&P/Stearns Road corridor should have been discussed in the DEIS. Fewer lane miles and lower traffic speed will decrease the chloride load to surface-water bodies and will decrease the distance and amount of salt spray. Because the two-lane alternative for the Red Gate corridor was discussed, it is logical to assume that a two-lane roadway would suit the purpose and need of the CC&P/Stearns Road corridor. (ISGS)

RESPONSE: A two-lane roadway option was considered. However, since the concern is any impact to irreplaceable wetlands, not simply a reduction of impacts, a two-lane roadway with reduced impacts would still not be acceptable. Additionally, the CC&P/Stearns Road and Red Gate Corridors serve different needs, and the two-lane option would not satisfy the purpose and need stated for the project. A two-lane Red Gate roadway was discussed as possibly eliminating impacts to the historic district in that corridor. Also note that the Red Gate Corridor has been dropped from further consideration in this EIS.

Instead, the development of the corridor focused on developing mitigation measures, including adjustments to the alignment and typical section that result in no net harm.

4.8.13 COMMENT: On p. 4-143, it was asserted that, west of Illinois Route 25, moving the (CC&P/Stearns Road Corridor) alignment to the south was not possible due to increased effects on wetlands. While increased effects to wetlands should be avoided, it is probable that a southward movement of the alignment would greatly decrease any salt spray into the South Elgin Fen. It is likely that a small increase in impact to noncritical wetlands would be preferable to any impact to the South Elgin Fen. In addition, on p. 4-86, it is stated that Midwest Groundcovers will be entirely displaced by the right-of-way acquisition, so that there will be sufficient room for a southward shift of the alignment. Additional discussion with interested parties should occur before the alignment is chosen. (ISGS)

RESPONSE: The spray impacts, including the effects of distance from the roadway, are discussed in the *Fox River Bridges CC&P Stearns Road Environmental Roadway Corridor Technical Memorandum* (July, 2000) and the FEIS. The alignment has been shifted as far south as is prudent. Additional shifts south could only produce marginal benefits in salt spray while increasing impacts to forest preserves and other water resources, including producing a longitudinal crossing of Brewster Creek. Constraints on the west bank due to existing crossing grades and the presence of the forest preserve limit a possible southern shift

of the roadway.(see section 4.3.8.3 and 4.3.8.4 of the FEIS for discussion of avoidance and minimization alternatives).

4.8.14 COMMENT: The location of the Bolz Road corridor will fragment a continuous riparian forest that occurs along the west bank of the Fox River. It should also be documented that no impacts will be imposed on the Brunner Farm Bluff and Fen located near the proposed alignment. (INPC)

RESPONSE: The proposed revisions have been incorporated into the FEIS. The Brunner Farm Bluff and Fen is located approximately 76 meters (250 feet) south of the proposed centerline of the road and will not be impacted by construction activities. (See Sections 4.2.8.4 and 4.2.9.1.)

4.8.15 COMMENT: Red Gate alignments A and B will impact an Illinois Natural Area Inventory Site (INAI) and include our argument regarding the eastern portion of the Stearns Road corridor (a shared alignment), which will impact a state dedicated nature preserve and an INAI site. We believe a better alternative for alignments A and B would be to proceed south along IL Route 25 to Army Trail Road instead of north to Stearns Road. (INPC)

RESPONSE: The Red Gate corridors have been dropped in consideration of impacts to the historic districts along Army Trail Road.

4.8.16 COMMENT: If Kane County believes that the Stearns Road corridor is the best alternative for construction, the INPC respectfully suggests the following actions be considered, among other options, to minimize the adverse effects to the nature preserve, INAI sites, and irreplaceable fen wetlands:

- 1) Minimize impacts by reducing the scope of the project. Instead of four-lane alignment with wide median, consider a two-lane alignment with wide gravel or vegetated shoulders. The reduction of the roadway surface will reduce the amount of salt required for deicing. The increased gravel or vegetated shoulders would intercept some of the splash and spray that will result in indirect impacts to wetlands.
- 2) Consider native vegetative plantings or some other form of screening along the right-of-way at critical locations near sensitive natural areas that would intercept salt splash and spray before they enter the wetlands or disperse over recharge areas.
- 3) Consider a system of storm sewers along the proposed alignment that would collect roadway runoff and discharge it downstream of the sensitive natural areas, or contain it and prevent it from entering the wetlands and streams, possibly discharging it into a detention basin prior to entering the Fox River and thereby avoiding the introduction of salts directly or through inundation and infiltration.
- 4) Discharge storm sewers into vegetated swales some distance prior to entering receiving waters to improve water quality. (INPC)

RESPONSE: Except for the reduction of the roadway section to two lanes (see comment 4.8.12 preceding), a combination of these actions is planned to minimize any adverse effects to the nature preserve, INAI sites, and fens and are documented in the FEIS and the *Fox River Bridges CC&P Stearns Road Environmental Roadway Corridor Technical Memorandum* (July, 2000). These actions will include plantings with berms to screen out salt spray and splash, as well as collection of storm water to collect runoff and carry it away from the more sensitive areas. Detention basins are also being proposed to be designed to enhance water quality. (see sections 4.3.8.3 and 4.3.8.4 of the FEIS).

4.8.17 COMMENT: The INPC expects that an effort be made for the mitigation and remediation of the natural quality of the Stearns Road corridor, including compensation for direct and indirect impacts to sensitive wetland resources, enhancement, and protection of the remaining resources. We suggest the restoration of a functional riparian corridor along the length of Brewster Creek and its tributaries, extending from Tri-County State Park to the Fox River. This could be accomplished through land acquisition, restoration of hydrologic connections among wetlands, plantings of native vegetation, streambank stabilization, riffle creation, exotic species control, management, and monitoring. The riparian corridor should be the maximum width possible to buffer the streams and associated uplands and include additional buffer areas. Meanders should be restored to the channelized stretch of Brewster Creek and pools and riffles created to promote aquatic faunal diversity. A restoration design plan should be developed under the guidance of the appropriate natural resource agencies. It would be necessary to control stormwater and chloride concentrations in the streams and wetlands for the restoration to be successful. (INPC)

RESPONSE: Many of these suggestions have been incorporated into the FEIS (see sections 4.3.8.4) and are also detailed in the *Fox River Bridges CC&P Stearns Road Environmental Roadway Corridor Technical Memorandum* (July, 2000). While some stream restoration and protection is included, a section through the Elmhurst Chicago Stone property is being excluded as outside the corridor and as economically infeasible to pursue.

4.9 Biology

4.9.1 COMMENT: The CC&P/Stearns crossing and the closely related Red Gate corridor crossing were the two sites with the highest numbers and species diversity for mussels and macroinvertebrates found in the study area for this DEIS. The CC&P/Stearns crossing had live specimens of the elktoe mussel (*Alasmidonta marginata*), a Federal species of concern. The DEIS indicates that the mussels were found at scattered locations and, that because the bridge pier construction would only affect 10 percent of the river bottom, within the right-of-way, the impact to the elktoe would be minimal. It would be more appropriate to address the percentage of suitable river-bottom habitat lost, rather than the portion of the right-of-way. In addition, we recommend that a mussel relocation program be developed in

consultation with the Illinois Department of Natural Resources in the event that this species or any other live freshwater mussels are found in the crossing location. (USDOJ)

RESPONSE: The CC&P/Stearns Road Crossing produces 27 live individuals of mussels including 15 elktoe mussels (*Alasmidonta marginata*), a Federal species of concern (Taylor, et al., 1995). The elktoe mussel prefers medium-sized streams in gravel or mixed sand and gravel (Cummings, K.S., C.A. Mayer, "Field Guide to Freshwater Mussels of the Midwest," INHS, Manual 5, 1992). The substrate for the corridor is gravel and cobble, which is suitable for the elktoe mussel. The habitat assessment did not indicate any unsuitable habitat within the corridor. The 10 percent estimate of substrate loss overestimates the loss of suitable habitat in the area of the Fox River Crossing since there is also substrate outside of the proposed right-of-way. (See Sections 4.3.7.1.)

Prior to construction, the live mussel population within the corridor will be surveyed, and, in consultation with the IDNR, the live mussels requiring relocation within the construction area will be identified. (See Sections 4.3.9.3, 4.3.9.4, and 6.4.2.)

- 4.9.2 COMMENT: The (Fox River's) Class 1 stream designation is based on its biological resource significance, including the presence of the greater redhorse and the river redhorse and habitat that supports these species. It is for this reason that we would request that no in-stream work or work that would contribute to its degradation be done during the months of April, May and June during the spawning season. This would, in addition, protect other aquatic resources found in the Fox River System. Also, it is essential that erosion control be in place and functioning properly throughout the project. It should be monitored on a daily basis to assure its function. It is noted that this was brought out in the DEIS section identifying "Measure to Minimize Harm", but all too often this issue fails the test of implementation. We would recommend that a private consulting firm with expertise in this area be given this responsibility. (IDNR; 3-1)

RESPONSE: The Fox River has been designated as a Class 1 stream based on its biological resource significance, including the presence of the greater redhorse and the river redhorse, and habitat that supports these species. The "Measures to Minimize Harm" in the Fox River and its tributaries is summarized in several sections of the EIS.

As the project proceeds into preliminary design, more detailing of the erosion control plan will be developed. The plan will be coordinated with the Illinois Department of Natural Resources and will follow, at a minimum, Illinois Department of Transportation and Kane County requirements. Instream work, and work that would impact the Fox River, will be limited to June 8 through February 29, the non-spawning period. This will be listed as a requirement in the contract document. (See Sections 4.1.7.1, 4.3.7.1, 4.4.7.1, and 6.4.2.)

- 4.9.3 COMMENT: The report refers to impacts to wildlife; i.e., mammals, however, it does not make reference to any bat species or potential impacts. It is felt that the riparian corridors

proposed in the numerous crossing definitely have potential impacts for this species and should be brought out in the discussion. (IDNR)

RESPONSE: The INHS found no suitable habitat for the Indiana Bat within the project corridors. A statement is included in the FEIS about the species. (See Section 2.1.9.3.)

5.0 SECTION 4(f) EVALUATION

5.0.1 COMMENT: At this time, we are unable to concur with the first proviso of Section 4(f) because the preferred alignments of the proposed five corridors are yet to be determined. As to mitigation measures to park and recreation resources, we recommend that they be coordinated with and approved by the authorities having jurisdiction over those resources. Evidence to that effect should be documented in the Final 4(f) Evaluation. (USDOJ; 1-1, 1-13)

RESPONSE: The Final EIS includes the preferred and build alignments, or stipulates that the no-build alternative is preferred. The coordination with the governing jurisdictions has been documented. (See Chapter 5 and Section 6.3.)

6.0 COORDINATION AND COMMITMENTS

6.01 COMMENT: The (CC&P/Stearns Road Corridor and Red Gate Road Corridor Alignments A & B) have the potential to impact several properties that are Section 4(f), which include the Illinois Department of Natural Resources Tri-County State park. The plans for the future development of this park are currently being put together which will include a new visitor center and Region 2 office. Should this alternate be selected, the continued coordination with the IDNR to develop a suitable entrance for this complex will be needed. (IDNR; 3-3)

RESPONSE: Ongoing coordination with the IDNR is discussed in Section 6.4 of the Final EIS as a commitment for the project and has continued since the issuance of the FEIS. We have secured the plans for the site and confirmed that there is no conflict. (See Section 5.2.1.)

6.02 COMMENT: Our concerns (with the alleviation of the area's existing and projected congested traffic conditions) will be adequately addressed if the Final EIS includes a commitment to integrate the maximum practicable inclusion of Travel Demand Reduction (TDR), Operational Management Strategies (OMS), and mass transit extensions/improvements into the forthcoming project, as implemented. (USEPA)

RESPONSE: Ongoing coordination with Metra and Pace discussed in Section 6.4 of the Final EIS as a commitment for the project.

9.0 REFERENCES

- 9.0.1 COMMENT: The References section of the DEIS is difficult to follow, as it is not arranged in a typical alphabetical-by-primary-author order. In addition, many references cited throughout the text do not appear in the References section, though these citations are used to support conclusions. Examples include the STS 1998 and Carpenter 1970 citations. The References section should be revised to be more complete to enable reviewers to find the supporting cited references. (USDOJ; 1-12)

RESPONSE: The references have been restructured in the Final EIS. (See Chapter 9.)



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-98/399

AUG 17 1998

Mr. Ronald C. Marshall
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

DISTRICT ONE

AUG 17 1998

BUREAU OF LOCAL
ROADS AND STREETS

Dear Mr. Marshall:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement (DEIS)/Section 4(f) Evaluation for the Fox River Bridge Crossings, Kane County, Illinois.

SECTION 4(f) EVALUATION COMMENTS

Park and Recreation Resources

The proposed project will impact several parks, recreation areas and trails, and may impact the water quality of the Fox River, which was included on the final list of rivers on the Nationwide Rivers Inventory. As you know, and as indicated in the National Park Service's (NPS) letters of March 21, 1995, and April 19, 1995, some of these parks, recreation areas and trails were funded under the Land and Water Conservation Fund (L&WCF) and are, therefore, subject to the provisions of Section 6(f) of the L&WCF Act of 1966, as amended. Conversion requests for a change in use under Section 6(f) must be submitted to Mr. Bruce A. Clark, Director, Office of Capital Development, Department of Natural Resources, Room 300, Lincoln Towers, 524 S. 2nd Street, S.425, Springfield, Illinois, 62701; Telephone (217) 785-1807, Fax No. (217) 782-9599. Mr. Clark is responsible for the administration of the L&WCF program in the State of Illinois. Please note that the NPS will consider conversion requests under Section 6(f) only after Section 4(f) approval of the proposed project by the Department of Transportation.

At this time, we are unable to concur with the first proviso of Section 4(f) because the preferred alignments of the proposed five corridors are yet to be determined. As to mitigation measures to park and recreation resources, we recommend that they be coordinated with and approved by the authorities having jurisdiction over those resources. Evidence to that effect should be documented in the Final Section 4(f) Evaluation.

Historic and Archeological Resources

We recommend continued cooperation and coordination with the State Historic Preservation Officer in order to determine project impacts to historic and archeological resources and preparation of a Memorandum of Agreement (MOA) if needed to mitigate the impacts of the proposed project on those resources, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. A signed copy of the MOA should be included in the Final Section 4(f) Evaluation if one is prepared.

ENVIRONMENTAL STATEMENT COMMENTS

Purpose and Need

The purpose and need statement contains three clearly stated objectives to summarize the purpose and need for the project. We find that they are adequate in clarity and scope. However, the U.S. Fish and Wildlife Service (FWS) advises that they represent a shift from previous coordination meetings and documents in that the project proponents had been retreating from stating that the project should reduce congestion on existing bridges and had been focusing on promoting in-filling development in accordance with the Kane County 2020 land-use plan. The current DEIS realistically states that one purpose of the project is to slow the rate of increase in congestion on existing bridges.

Affected Environment

Overall, the Affected Environment section adequately describes natural resources of concern to the FWS with the exceptions noted below. We also note that additional information is contained in the wetlands technical reports, which the FWS's workload has precluded them from reviewing.

The DEIS contains discussion of the floristic quality method of assessment published by Swink and Wilhelm (1979 and 1994). The studies conducted for this project began prior to the publication of the 1994 fourth edition of *Plants of the Chicago Region*, which included changes in terminology and updates in the nomenclature and species ratings. Thus, some of the assessments presented in the DEIS use the 1979 version of the method while others use the 1994 version. The DEIS then notes that direct comparisons cannot be made because of this difference in method versions. We would suggest that the computer program published in 1994 by Masters and Wilhelm to enable easy use of the assessment method should be used to redo the floristic quality assessments so that consistent direct comparisons can be made. In addition, all plant nomenclature should follow a single reference, in this case Swink and Wilhelm (1994).

On page 2-23, the DEIS states that State Street Creek is a channelized, enclosed waterway in an urbanized area of St. Charles. The Environmental Statement should be corrected to indicate that this creek is not entirely enclosed. Portions remain in an open channel, though the creek is highly degraded and channelized.

Environmental Consequences

The FWS has indicated that they have no concerns relative to the Bolz Road corridor (north region of project study area) or the Route 56/Oak Street corridor (south region of project study area) as project implementation in these corridors would have relatively minimal impacts on important fish and wildlife resources. The comments that follow in this section will focus on the potential project impacts to high quality wetlands, including fens, in the central region of the project study area where three bridge crossing corridors are being considered.

The CC&P/Stearns Road corridor and the shared portion of the Red Gate corridor have the potential for the most significant natural resource impacts. The plans for these build alternatives do include positive impact avoidance and minimization measures. The FWS supports the use of "bottomless" culverts for the tributary stream crossings that will span those streams entirely. The crossing of the Fox River at the CC&P/Stearns location would involve two bridge piers in the river. This crossing and the closely related Red Gate corridor crossing were the two sites with the highest numbers and species diversity for mussels and macroinvertebrates found in the study area for this DEIS. The CC&P/Stearns crossing had live specimens of the elktoe mussel (*Alasmidonta marginata*), a Federal species of concern. The DEIS correctly notes that species of concern are not afforded protection under the Endangered Species Act of 1973, as amended. It is prudent, in our opinion, to attempt to protect and conserve these species so as to avoid the need for listing. In this case, the DEIS indicates that the mussels were found at scattered locations and, that because the bridge pier construction would only affect 10 percent of the river bottom within the right-of-way, the impacts to the elktoe would be minimal. It would be more appropriate to address the percentage of suitable river-bottom habitat lost, rather than the portion of the right-of-way. In addition, we recommend that a mussel relocation program be developed in consultation with the Illinois Department of Natural Resources in the event that this species or any other live freshwater mussels are found in the crossing location.

The DEIS devotes considerable discussion to the potential adverse effects from these build alternatives on the several important natural areas adjacent to the corridor. These include the South Elgin Fen, the McLean Boulevard Fen, the Brewster Creek Fen, the DeSantos Brewster Creek INAI site, and the Brewster Creek wetlands in Tri-County State Park. It appears from the analysis presented that the project is not likely to alter the shallow groundwater aquifer that provides hydrology to these wetland areas, except through conversion of small portions of the recharge areas to impervious surfaces. Most of the surface runoff is diverted away from the wetlands to reduce water quality impacts. The only issue that is not clearly discussed in the DEIS is the amount of earthwork that may intersect the shallow water table during construction. It is not clear where the proposed roadway would be constructed relative to the existing grade and how much excavation would be needed for the roadbed and any underground utilities.

Much of the discussion focuses on potential impacts from roadway deicing salts, an issue that the FWS raised in earlier coordination meetings. It appears that surface runoff will not be discharged into any of these wetlands directly. In some cases, the discharge will be to Brewster Creek, which flows through the wetlands during flood events. The discussion of the runoff

drainage system for the CC&P/Stearns bridge and approaches on page 4-127 of the DEIS is confusing and some graphical representations of the proposed drainage routing and system would be helpful.

In several places, the DEIS dismisses impacts to the wetland vegetation from salt because the conveyance of this pollutant occurs primarily during the winter and would be flushed out of the wetlands during spring flooding. This may be true in some areas. However, wetlands along the Elgin-O'Hare Expressway have shown elevated chloride levels throughout the growing season in many cases, indicating that this impact may be greater than admitted in the DEIS.

Furthermore, throughout the salt-impact discussion in the DEIS for all corridors and natural resource impacts, the focus is upon the salt concentration in the water on and in the ground. It does not consider the impact of the salt splash and spray upon the vegetation. The splash and spray can land directly upon the leaves and stems of the wetland vegetation. Even though these plants are dormant, there is some impact through desiccation and through uptake. Thus, consideration must be given to the impacts on sensitive fen and wetland species from direct aerial deposition of salt spray on the plant tissue.

The DEIS indicates that the effects of salt spray are manifested in leaf-burn, defoliation, die back, and brooming, and in severe or prolonged cases vegetation mortality. The severity of effects depends on the sensitivity of each species. The DEIS correctly states that there is little information available examining the effect of salt spray from roadways on herbaceous species. It does note that reed canary grass (*Phalaris arundinacea*) is a salt-tolerant species. Thus, it concludes that those wetlands where reed canary grass already dominates will not be impacted. While this may be true, reed canary grass is an aggressive invader of wetlands in the upper Midwest and eventually forms monotypic stands. The potential impact from these build alternatives is that the salt spray and splash will shift the balance within the plant community toward those salt-tolerant species such as reed canary grass at the expense of the native fen plant species. While this effect has not been formally documented in the scientific literature, local land managers frequently observe this shift in plant species composition as a result of salt or other pollutant inputs. If this occurs, the result will be the loss of these fens. While such a shift cannot be predicted with absolute certainty, the FWS believes that there is a high potential for a shift to occur, which would be a significant wetland impact.

In many places the DEIS concludes, through various rationale, that these build alternatives would have no impact on the wetlands. However, these conclusions are contradicted by a number of statements in the DEIS. The DEIS states "on the east side of the Fox River, chloride intrusion to the water table aquifer could have an impact to the South Elgin Fen if the chloride is in sufficient quantities. More than 50 percent of the proposed road construction on this side of the river falls within the groundwater recharge areas of the South Elgin Fen." In reference to Wetland No. 14, the high quality area within Tri-County Park, it states: "These predicted elevated chloride concentrations as a result of roadway operations could impact vegetation, especially salt sensitive species like tussock sedge." For Wetland No 15, ". . . it is likely that the chloride input to the wetland will have an adverse effect to some less salt tolerant wetland vegetation. The magnitude of chloride impacts cannot be determined without additional data on background groundwater chemistry, and hydro period analysis. If the vegetation is significantly

affected, the wetland may experience lower wildlife diversity/abundance.” Finally, with regard to both the South Elgin Fen and the McLean Boulevard Fen it states “Both of these fen communities are not currently exposed to high volume roadways, and therefore the introduction of salt spray will be a potential new impact to these sites.” We believe that these statements quoted above represent a much more realistic view of the potential impacts from these build alternatives. We suggest that the EIS should be revised to more accurately reflect these statements in the final determination of impacts, rather than making these remarks followed by totally unsupportable conclusions of “NO Impact.” Furthermore, since these potential impacts would occur to high quality fen and sedge meadow communities that we currently do not possess the technology to recreate, these impacts are “unmitigable” and thus should weigh heavily in the final selection of preferred alternatives.

The DEIS indicates that the railroad embankment will protect the fens from splash where the railroad is situated between the proposed roadway and the fens. However, information is not provided that indicates the elevation of the railroad embankment versus the proposed roadway to support the above statement. Such information and additional discussion should be provided in the final EIS to allow the reader to determine if the above statement is valid.

The discussion of the Red Gate corridor wetland impacts notes that alignments A and B for this corridor share their eastern portions with the CC&P/Stearns corridor, but the DEIS does not provide a specific listing and total of wetland impacts, including those shared between corridors. Such information would be helpful in evaluating total impacts of each proposed corridor and alignment and should be provided in the final EIS. For the most part, our concerns presented above regarding unmitigable impacts to fens apply to the Red Gate northern alignments as well.

The third bridge crossing corridor under consideration in the central region of the project study area is the C&NW/Dean Street corridor. Since there are few natural resources remaining within this study corridor, we have no comments on that build alternative.

References

Finally, we note that the References section of the DEIS is difficult to follow, as it is not arranged in a typical alphabetical-by-primary-author order. In addition, many references cited throughout the text do not appear in the References section, though these citations are used to support conclusions. Examples include the STS 1998 and Carpenter 1970 citations. The References section should be revised to be more complete to enable reviewers to find the supporting cited references.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

The DEIS indicates that a Federal permit under Section 404 of the Clean Water Act for the construction of bridges, and for the crossing of streams, wetlands, or other waters will be needed for the build alternatives. Accordingly, our comments do not preclude separate evaluation and comments by the FWS when reviewing any forthcoming permit applications. The FWS may concur, with or without stipulations, or recommend denial depending upon effects. However, the FWS advises that it would likely have no objection to the issuance of any necessary Section 404

permit for the Bolz Road, Route 56/Oak Street, or C&NW/Dean Street corridors provided that impacts to aquatic habitats are avoided or minimized to the maximum extent practicable, and that adequate compensatory mitigation is incorporated into the project's final plans and specifications to offset unavoidable losses of fish and wildlife habitat. Despite the extensive studies, the CC&P/Stearns corridor and alignment A and B of the Red Gate crossing appear likely to have more than minimal effects on wetlands and waters. As stated, the potential impacts to the fen communities would be considered "unmitigable" and, therefore, the FWS would likely object to permits authorizing these crossings.

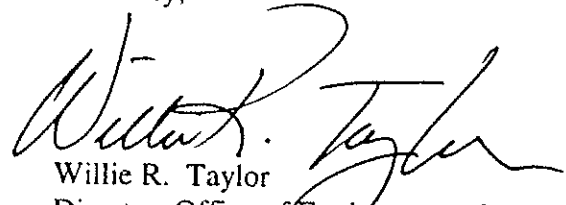
The FWS, on behalf of the Department, has a continuing interest in working with the Illinois Department of Transportation and the Federal Highway Administration to ensure that impacts to fish and wildlife resources are adequately addressed. For continued consultation and coordination with the FWS, please contact the Field Supervisor, U.S. Fish and Wildlife Service, 1000 Hart Road, Suite 180, Barrington, Illinois 60010, Telephone: (847) 381-2253, Fax: (847) 381-2285.

SUMMARY COMMENTS

At this time, the Department of the Interior is unable to concur with the first proviso of Section 4(f) because the preferred alignments under the proposed five corridors are yet to be determined. We will provide you with further comments on the proposed project upon the receipt of the Final Environmental Impact Statement/Section 4(f) Evaluation when circulated for public review and comment.

We appreciate the opportunity to provide these comments.

Sincerely,


 Willie R. Taylor
 Director, Office of Environmental
 Policy and Compliance

cc:

Mr. John P. Kos, P.E.
 District Engineer
 Illinois Department of Transportation
 201 West Center Court
 Schaumburg, Illinois 60196-1096

Mr. Michael McCoy
 Chairman, Kane County Board
 719 Batavia Avenue
 Geneva, Illinois 60134

Literature Cited

Swink, F. and G. Wilhelm. 1994. *Plants of the Chicago region*. 4th ed. Indiana Academy of Science, Indianapolis, Indiana. 921pp.

Swink, F. and G. Wilhelm. 1979. *Plants of the Chicago region*. 3rd ed. The Morton Arboretum, Lisle, Illinois. 922pp.



DEPARTMENT OF THE ARMY
 CHICAGO DISTRICT, CORPS OF ENGINEERS
 111 NORTH CANAL STREET
 CHICAGO, ILLINOIS 60606-7206

REPLY TO
 ATTENTION OF:

Construction-Operation Division
 Regulatory Branch
 199900072

OCT 19 1998

Dr. Charles Perino
 Illinois Department of Transportation
 2300 South Dirksen Parkway
 Springfield, Illinois 62764

Dear Mr. Perino:

In accordance with our responsibilities under the National Environmental Policy Act and at Mr. Martin's request in the memorandum of June 25, 1998, the United States Army Corps of Engineers, Chicago District Regulatory Branch has reviewed the Kane County Fox River Bridge Crossings Draft Environmental Impact Statement (DEIS).

Based upon our review of the bridge corridor's purpose and need statements, we find that the objectives mentioned therein for the implementation of a "Build" option are acceptable. Due to the current and projected increase in growth and development within the central region of Kane County, and its associated increase in traffic congestion, we concur that the need to prepare for future additional transportation needs through transit extensions/improvements are warranted.

Based on a September 29, 1998 conversation with your consultant, Mr. Mike Okrent of Alfred Benesch and Company, the C&NW/Dean Street corridor and Alternatives A & B of the Red Gate corridor have been eliminated from the range of alternatives to be carried forward. We concur that Alternatives A & B of the Red Gate Road corridor should be eliminated from alternatives to be carried forward. Alternatives A & B of the Red Gate Road corridor would result in direct impacts to the designated floodway of Brewster Creek including riparian wetlands. It appears that this alternative would result in a substantial cumulative and indirect impacts to wetlands within the Brewster Creek watershed. In addition, this alternative would result in a high number of displaced primary structures.

The C&NW/Dean Street corridor would provide only one viable alignment with only limited access and without direct connection to Illinois Route 25 or Illinois Route 31. In addition, this alignment would require twin bridges at the Fox River and impact a site listed on the National Register of Historic Places.

Rec'd
 1-27-99
 Jtd

However, the C&NW/Dean Street corridor would not require filling wetlands. There are no easily identifiable differences in environmental impacts between the C&NW/Dean Street corridor alternatives. This alternative should be carried forward although it may require considerable costs, technology, mitigation and logistical measures.

This office has determined that the environmental impacts associated with the CC&P/Stearns Road bridge corridor and the Red Gate Alternative A alignment may also require considerable costs, technology, mitigation and logistical measures. Wetlands within these corridors are considered to be unique in nature and perform functions important to the public interest as described in Department of the Army Regulations found at 33 CFR 320.4(b). These wetlands include Illinois Nature Preserve sites; Brewster Creek Fen, McLean Boulevard Fen and the Kane County Forest Preserve District.

Based upon our review of the information contained within the Wetland Resources Technical Report Operational Impacts of the CC&P/Stearns Road and Red Gate Corridors, it appears that potential direct and indirect impacts to these areas may be more than minimal. Proposed "Build" alternatives within CC&P/Stearns Road corridor and the Red Gate Road Alternative A alignment may adversely alter the unique nature including the shallow groundwater aquifer(s) which supports these wetlands. In addition, pages S-4 and S-5 of the DEIS acknowledges several areas of controversy and unresolved issues regarding the CC&P/Stearns Road bridge corridor.

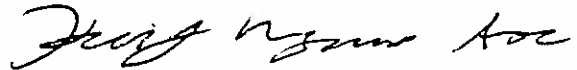
It appears that the C&NW/Dean Street corridor is a less environmentally damaging alternative than the alternatives within the CC&P/Stearns Road corridor and Red Gate Alignment C. The C&NW/Dean Street corridor should be carried forward for consideration in our 404(b)(1) Compliance Review and until mitigating measures associated with proposed wetland impacts are examined more thoroughly.

There exists much uncertainty in the engineering and scientific communities regarding procedures likely to result in the creation and compensation of high-quality functioning aquatic systems. Most high-quality wetlands are considered unmitigatable. Impacts to these areas are not likely to comply with the Section 404(b)(1) Guidelines and are typically not permitted. A functional assessment method for evaluating high quality wetland functions has not been agreed upon.

This office will submit comments regarding the Illinois Route 56/Oak Street corridor in the Village of North Aurora and the Bolz Road Corridor in the Villages of Carpentersville and Algonquin within 90 days.

If you have any questions regarding this review, please do not hesitate to contact Mr. Brian L. Smith of my staff at (312) 353-6400, extension 4031.

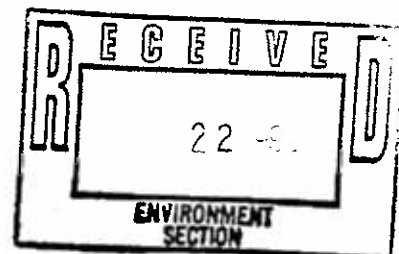
Sincerely,



Leesa A. Beal
Chief, Permit Section
Regulatory Branch

Copies Furnished:

United States Environmental Protection Agency (MacMullen)
United States Fish and Wildlife Service (Mengler)







ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

524 South Second Street, Springfield 62701-1787

Jim Edgar, Governor ● Brent Manning, Director

DISTRICT ONE

August 3, 1998.

AUG 11 1998

Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL. 60196-1096

BUREAU OF LOCAL
ROADS AND STREETS
RE: Draft EIS Review
Fox River Bridge Crossings
Kane County

Dear Mr. Kos:

The Illinois Department of Natural Resources has reviewed the Draft Environmental Impact Statement and Section 4(f) Evaluation for the construction of new bridges with approach roads across the Fox River in Kane County. We offer the following comments for your consideration.

The Fox River which represents the physical barrier that limits the east-west access is also a very unique and sensitive resource that requires every effort to minimize impacts at each proposed crossing. The Class I Stream designation is based on the biological resource significance, including the presences of the greater redhorse and the river redhorse and habitat that supports these species. It is for this reason, that we would request that no instream work be done or work that would contribute to its' degradation, during the months of April, May and June during the spawning season. This would, in addition, protect other aquatic resources found in the Fox River System.

Also, in relation to the above resource, it is also essential that erosion control be in place and functioning properly throughout the project. It should be monitored on a daily basis to assure its function. It is noted that this was brought out in the DEIS section identifying "Measures to Minimize Harm", but all too often this issue fails the test of implementation. We would recommend that a private consulting firm with expertise in this area be given this responsibility.

The CC&P/Stearns Road Corridor and alignments A & B of the Red Gate Road Corridor have many sensitive resources within the areas of the chosen corridors that the Department of Natural Resources would not encourage pursuing this alternative at this time. Not only the effects from construction and operational impacts, but also the secondary and cumulative impacts in future years would also degrade the existing resource base. **Should this alignment be selected, it is strongly recommended that additional groundwater monitoring be done to have a better understanding of the true hydrology that involves these wetland complexes which contain fens that are very sensitive to hydrologic changes and can not be replaced through mitigation.** These wetlands also have several endangered and threatened species associated with the habitat that exists within

these areas.

In addition, the above mentioned alignments have the potential to impact several properties that are Section 4(f), which include the Illinois Department of Natural Resources Tri-County State Park. The plans for the future development of this park are currently being put together which will include a new visitor center and Region 2 office. Should this alternate be selected, the continued coordination with the IDNR to develop a suitable entrance for this complex will be needed. It is noted that the DEIS does discuss the Section 4 (f) properties on all alignments and the need to coordinate impacts and mitigate in accordance with the established policy.

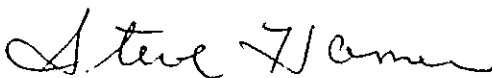
The report refers to impacts to wildlife ie: mammals, however they do not make reference to any bat species or potential impacts. It is felt that the riparian corridors proposed in the numerous crossings definitely have potential impacts for this species and should be brought out in the discussion.

The position taken on wetland disturbance is not sensitive to wetland function and placement on the landscape. For example, the distance between isolated wetlands, and their grouping on the landscape, is not considered. Small isolated wetlands, the majority of the times, are described as providing little benefit and functional quality to the watershed or region, regardless of their local benefits. Also, if a wetland occurs outside the "riparian zone" it is stated to have no beneficial aspects as far as the nearby stream or Fox River is concerned. The individual characteristics of each site impacted, when combined, will result in a loss of some benefits. Wetland impacts are discussed in detail and address the avoidance alternatives and the measures to minimize harm. For those impacts, the ratios must be computed from the FQI numbers. The NARI values cannot be used to compute wetland ratios under the 1989 Interagency Wetland Policy Act. If they do not have an FQI, then one must be computed from their existing species lists or another delineation of the wetland in question conducted.

In keeping with the resource policies established by the Illinois Department of Natural Resources, the Interagency Wetland Policy Act allows a three year time period for wetland impact determinations and wetland compensation plans to be implemented before having to be re-evaluated. This same three year time period applies to the reviews for compliance with the state Endangered Species Protection Act and resource studies relative to the project.

If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,



Steve Hamer
Transportation Review Program
Division of Natural Resource Review and Coordination



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

DOCUMENT 4

SEP 09 1988

REPLY TO THE ATTENTION OF:

Mr. Ronald C. Marshall
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

B-19J

Dear Mr. Marshall:

In accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act, we have reviewed the Draft Environmental Impact Statement (DEIS) for the Fox River Bridges Project.

As described in the DEIS, the proposed actions evaluated include the construction of up to five new crossings of the Fox River (with approach roads) between the Kane/McHenry County Line and the Kane/Kendall County Line. The five potential bridge corridors are: Bolz Road in the Villages of Carpentersville and Algonquin, the CC&P/Stearns Road in the Village of South Elgin, the Red Gate Road near the City of St. Charles, the C&NW/Dean Street in the City of St. Charles, and the Illinois Route 56/Oak Street in the Village of North Aurora.

Based upon our review of the information provided in the DEIS, we concur that implementation of a "Build" option (or options), in addition to the maximum practicable utilization of Travel Demand Reduction (TDR), Operational Management Strategies (OMS), and mass transit extensions/improvements, will likely be necessary to alleviate the area's existing and projected congested traffic conditions. In addition, we also concur in the range of alternatives developed for evaluation as associated with this Project.

Based upon our review of the information contained in the DEIS, including the applicable conceptual wetlands compensation plan, our Agency has no environmental objections to the portions of the Project associated with either the Bolz Road (Northern portion of the Project area) or the Route 56/Oak Street (Southern portion of the project area) corridors. Similarly, our Agency also finds the C&NW/Dean Street Corridor and the 2-lane Red Gate Road Corridor (Alignment C) in the Central Corridor to be unobjectionable. Accordingly, we are assigning a rating of "EC-2" to these four "Build" alternatives. Our concerns will be adequately addressed if the Final EIS includes a commitment to integrate the maximum practicable inclusion of TDR, OSM and mass transit components into the forthcoming project, as implemented.

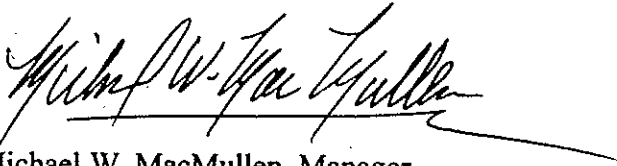
As we have consistently maintained throughout this project's development process, any and all noticeable adverse impacts on the area's fens simply must be avoided by projects seeking Federal funds or permits. In this regard, the DEIS appears to indicate that adverse impacts on the

area's fens due to ongoing operations of CC&P/Stearns Road corridor and/or the Red Gate Road northern corridors (Alignments A and B) would be reasonably foreseeable consequences of implementing any of these three alternatives. Adverse impacts that could occur following project implementation would likely be associated with the effects of salt spray from roadway surfaces on the native fen plant species. The consequences of any such impacts that did occur are likely to be long term and essentially unmitigateable in nature. In view of the forgoing, therefore, our Agency has assigned a rating of "EO-2" to these three Central Project Corridor alternatives. As a consequence, our Agency would likely object to potential issuance of a Section 404 permit on behalf of any of these three "build" alternatives.

We appreciate the opportunity to review this project's DEIS. If you have any questions, please do not hesitate to contact me. I can be reached by phone at 312/886-7342, and my E-Mail address is:

MacMullen.Michael@EPAMAIL.epa.gov

Sincerely yours,

A handwritten signature in black ink, appearing to read "Michael W. MacMullen", with a horizontal line underneath it.

Michael W. MacMullen, Manager
Environmental Review Program

cc: Dennis Johnson, FHWA, Springfield, Illinois
John P. Kos, IDOT, Schaumburg, Illinois
Jeff Menglar, USF&WLS, Barrington, Illinois
Kathy Chernich, USACOE, Chicago, Illinois

ILLINOIS

DEPARTMENT OF
NATURAL
RESOURCES

ILLINOIS STATE GEOLOGICAL SURVEY

Natural Resources Building
615 East Peabody Drive
Champaign, IL 61820-6964
217/333-4747
FAX 217/244-7004



August 6, 1998

Mr. John Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois, 60196-1096

DISTRICT ONE

AUG 11 1993

BUREAU OF LOCAL
ROADS AND STREETS

Dear Mr. Kos:

As you requested, we have reviewed the Draft Environmental Impact Statement (DEIS) for the Fox River Bridge Crossings. You may be aware that we were extensively involved in planning and executing the hydrogeologic study of the CC&P/Stearn's Road corridor with STS Consultants, but we were only peripherally involved in STS's preparation of the Wetlands and Water Quality and Water Resources technical reports that are often referred to in the DEIS.

Because there are a number of agencies involved in the review of the DEIS, and because we were only involved in the CC&P/Stearn's Road corridor, we will limit our comments to larger hydrogeologic issues that pertain to that specific corridor.

Although there may be other wetlands and natural resources that may be affected by the proposed construction, the South Elgin and Brewster Creek fens are of primary concern due to the presence of rare plant species. Fens rely on sources of ground water of specific quality and quantity. Because ground water and surface water interact within the corridor, any alterations to surface water may affect the ground water. The following comments concern the discussions in the Water Quality and Water Resources Technical Report and DEIS of possible alterations to the quality or quantity of ground and surface water that may threaten the fens.

1) In February 1998, we made a number of suggestions to STS regarding the Water Quality and Water Resources Technical Report, some specifically regarding the calculations of possible increases in chloride to ground and surface water in the corridor. Given the conclusions made in the DEIS, it does not appear that our suggestions have been incorporated. Therefore, we are doubtful of the projections of chloride increases in ground and surface water in the corridor. Some of the comments that were made to STS regarding this technical report are as follows:

- a) Calculations of chloride increases in surface water due to runoff from the roadway are made by dividing the entire winter application of chloride with the entire winter's rainfall. This method will produce average values, not peak values. In addition, because a number of assumptions were made in the calculations, we feel that a range

of projected chloride increases should be calculated rather than a single number, which would more accurately reflect the uncertainty in the method. This range is expected to contain values larger than those listed in the DEIS.

b) No attempt was shown to calibrate the projected chloride increases in the surface water to the levels of chloride actually measured in the creeks given present-day salt usage. The highest seasonal increase in chloride in streams measured during the hydrogeologic study is about 100 mg/L, and should be caused by the present use of salt in the corridor. Any projected increase in chloride in streams due to increased chloride usage should be proportional to the present observations. It is not logical to assume that a large increase in paved area will result in a very small increase in seasonal chloride levels.

c) No continuous data were collected to measure the level and duration of chloride in surface water in the corridor. These data are needed to determine the magnitude and duration of chloride increases in surface water caused by the present day salt applications so that future chloride levels can be more accurately estimated, in the manner discussed above. Multiple measuring points would help determine the extent of the watershed contributing salt to the creeks in the corridor so that more accurate projections could be made. In addition, the assumptions used to calculate increased chloride in surface water do not always err on the side of caution. A range of calculations using a range of assumptions would be more useful, and would more accurately reflect the uncertainties in the data collected and in the method. This range is expected to contain values larger than those listed in the DEIS.

d) The duration of higher chloride levels in the creek is probably longer than assumed in the calculations. Chloride may be present in a watershed for months after application. For example, Frost et al (1981), as referred to in the DEIS, shows elevated (up to 7x) chloride levels for months after application downstream from a highway in comparison to levels upstream. Sampling during the hydrogeologic study of the CC&P corridor indicated increased chloride levels in surface water well into the springtime, apparently dependent on large rainfall events.

e) The amount of chloride leaving the roadway as spray is poorly understood. Estimates used to calculate the impact of salt spray on the South Elgin fen could be greatly improved by adding data from an IDOT-funded study underway at the Illinois State Water Survey. In addition, the method used to calculate the chloride load as spray to the South Elgin fen is based on a number of assumptions that may not be well founded on prior research given our examination of the cited references, many of which are not available even from STS. We believe that those assumptions do not err on the side of caution, and that a range of values should be used in calculations to give an estimate of the range of possible chloride increases. This range is expected to contain values larger than those listed in the DEIS.

2) Salt uptake into plants occurs not only through the roots but also through the foliage (Jones et al. 1992, as cited in the DEIS). Given that salt spray can travel greater than 9 meters high and foliar damage has been observed up to several hundred meters from a

roadway (Jones et al. 1992, Kelsey and Hootman in the same volume), the effects of salt spray are not limited to increasing salinity of ground water being discharged in the fen as discussed in the DEIS. Direct foliar damage to fen vegetation is conceivable. The proper experts should be consulted regarding this pathway.

3) If the duration and level of chloride increase in Brewster Creek is larger than estimated in the technical reports, the amount of chloride that can enter the ground-water system upgradient from the South Elgin fen may be sufficient to alter the rare plant assemblage, thus degrading the habitat (see comment 4 below). The hydrogeologic study indicated that the upper aquifer is sensitive to water-quality impacts due to point and nonpoint sources of solutes. Brewster Creek and its tributaries infiltrate into the ground-water system in a portion of the creek between Dunham Road and Illinois Route 25.

4) The level of chloride in the ground water that will alter fen vegetation is probably significantly lower than the General Use Standard of 500 mg/L. Sam Panno of the Illinois State Geological Survey has associated levels of chloride in fens of about 45 mg/L with an increase of generalist plant species. The General Use Standard is not intended to protect natural plant communities from alteration. An increase to levels of chloride in ground water on the order of 45 mg/L in South Elgin fen is conceivable given the assumptions above, although modeling of the levels would be needed to determine approximate levels.

5) A large amount of wetland organic soil is present between Illinois Route 25 and the Fox River along the alignment. If this "unsuitable" material must be excavated prior to construction, it is possible that ground-water levels in the South Elgin fen may be affected because the wetlands are likely to be hydrologically connected beneath the CC&P (Illinois Central) railroad tracks.

6) If the primary concern to the fens is degradation of surface- and ground-water quality from road salt usage, then a 2-lane Build Alternative for the CC&P/Stearns Road corridor should have been discussed in the DEIS. Fewer lane miles and lower traffic speed will decrease the chloride load to surface-water bodies and will decrease the distance and amount of salt spray. Because a 2-lane alternative for the Red Gate corridor was discussed, it is logical to assume that a 2-lane roadway would suit the purpose and need of the CC&P/Stearns Road corridor.

7) On p. 4-143, it was asserted that, west of Illinois Route 25, moving the alignment to the south was not possible due to increased effects on wetlands. While increased effects to wetlands should be avoided, it is probable that a southward movement of the alignment would greatly decrease any salt spray into the South Elgin fen. It is likely that a small increase in impact to noncritical wetlands would be preferable to any impact to the South Elgin fen. In addition, on p. 4-86, it is stated that Midwest Groundcovers will be entirely displaced by the right-of-way acquisition, so that there will be sufficient room for a southward shift of the alignment. Additional discussion with interested parties should occur before the alignment is chosen.

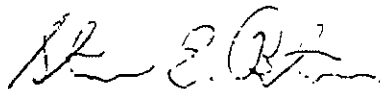
8) We were not given the opportunity to review the Wetlands Technical Report.

Please contact me if you have additional questions regarding the comments in this letter.

Sincerely,



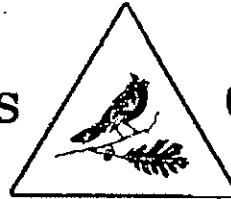
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xc: Michael Miller; Principal Investigator, ISGS Wetlands Studies
Michael Chrzastowski; Head, ISGS Coastal and Wetlands Geology Unit

Illinois Nature Preserves



Commission

524 SOUTH SECOND STREET
LINCOLN TOWER PLAZA
SPRINGFIELD, IL 62701-1787
217/785-8686

September 10, 1998

Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196-1096

ATTN: Ms. Nancy L. Magnus

Dear Mr. Kos:

Enclosed please find a review of the document titled, "Draft Environmental Impact Statement and Section 4(f) Evaluation, Vols. 1 through 3." On behalf of the Illinois Nature Preserves Commission, I would like to thank you for the opportunity to comment on this significant project. We look forward to working with you and providing you with any assistance you may need regarding the preservation and protection of natural resources within the project area.

Should you have any questions or comments please contact me.

Sincerely,

A handwritten signature in cursive script that reads "Patti Malmborg". The signature is written in black ink and is positioned above the typed name.

Patti Malmborg
Northeastern Illinois Threats Coordinator

cc: Carolyn Grosboll, INPC
Steve Byers, INPC
Maggie Cole, IDNR
Steve Hamer, IDNR
Mike McCoy, Kane County Board



Review of the Draft Environmental Impact Statement and Section 4(f) Evaluation

This review is submitted to the Illinois Department of Transportation on behalf of the Illinois Nature Preserves Commission (INPC). The INPC appreciates the opportunity to comment on the Fox River Bridge Crossings project. The construction of new Fox River crossings will not only serve to improve the lives of the citizens of Kane County, but permanently affect the quality of the environment in which they live.

It is the responsibility of the INPC under the Illinois Natural Areas Preservation Act "to keep watch over the protection, management and use of nature preserves," to provide "recommendations pertaining to nature preserves; other natural areas; threatened or rare species of plants and animals and other elements of natural diversity . . .," and to "promote by advice and other assistance the protection of natural areas in the State which are not dedicated as nature preserves." [525 ILCS 30.6]. It is the responsibility of Illinois Department of Transportation, through the Environmental Impact Statement process, to disclose all direct and indirect impacts to natural resources within the proposed project area.

The INPC acknowledges the purpose and need for this proposed project. There is a need for additional bridge crossings over the Fox River to reduce existing traffic congestion, manage traffic efficiently, and accommodate traffic from future development. We urge the County to weigh all aspects, and potential impacts, when considering those corridors that are appropriate for construction. These choices will affect profound consequences on the quality of life of Kane County's citizens.

The INPC has concerns regarding impacts to natural resources in several of the proposed corridors. The location of the Bolz Road Corridor will fragment a contiguous riparian forest that occurs along the west bank of the Fox River. It should also be documented that no impacts will be imposed on Brunner Farm Bluff and Fen located in near the proposed alignment.

The Red Gate Road Corridor, alternative alignments A and B, will impact an Illinois Natural Area Inventory site (INAI) and include our arguments regarding the eastern portion of the Stearn's Road Corridor (a shared alignment), which will impact a state dedicated nature preserve and an INAI site. We believe a better alternative for alignments A and B would be to proceed south along IL 25 to Army Trail Road instead of north to Stearn's Road.

Most important, the INPC does not agree that the Stearn's Road Corridor will address the purpose and need statement of this project as well as the other proposed corridors. In our opinion the Stearn's Road Corridor is not the best choice to enhance access to existing land uses, promote community cohesion, or reduce circuitous travel. A bridge at Stearn's Road will not relieve existing congestion problems in developed areas such as St. Charles and North Aurora. The distant location of this corridor and small proximal residency diminishes its use by bicycles and pedestrians, which is also included in the goals. The choice of the Stearn's Road Corridor does not achieve or approach the goal of Statement 5, page 1-11, which states that all development decisions should consider the conservation and wise use of the natural resources of Kane County.

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A build scenario in the Stearn's Road Corridor would, however, serve to promote development along the new alignment and generate greater environmental impacts to the sensitive natural resources that occur there, including a state dedicated nature preserve and two INAI sites. Studies show that the Stearn's Road Corridor contains the greatest number of both high-quality natural areas (five) and listed species of all the proposed corridors.

The Kane County 2020 Plan promotes compact contiguous growth focused around existing Fox River communities. It is the INPC's opinion that Kane County will defeat its own future goals by selecting the Stearn's Road Corridor. Specifically we cite the encouragement "of compact and contiguous growth of existing communities at densities which facilitate the cost-effective and environmentally sound extension of public utilities and services." The Stearn's Road Corridor will promote new, disjunct development in relation to other developing areas. If Kane County must relieve existing traffic congestion, a priority should be to relieve congestion where it occurs and not promote congestion in other areas. The INPC does not believe that it is the vision of Kane County to foster support for development at the expense of sensitive and rare natural resources. The citizens living in the Urban Corridor Area east of the Fox River are entitled to the benefits of open green space and lasting natural resources.

The INPC believes that the benefits of this build alternative will not outweigh the impacts to the last high-quality natural areas in the region, and the attraction of development will further impact and degrade the regions remaining natural character. Many of these remaining natural communities are degraded because of past human disturbance and development, but they are naturally occurring, and would respond positively to management and restoration efforts. Although fragmented, the floodplain forests, wetland complexes and prairie compose a corridor that is a refuge for rare and listed species, and promotes wildlife passage from the Fox River to the Tri-County State Park and Pratt's Wayne Woods Forest Preserve. This is an unusual and valuable area that Kane County is fortunate to possess. It should be appreciated and protected.

The price tag of the Stearn's Road Corridor should indicate it's inappropriate location. It has been documented as the most expensive of the alternatives and will require the most number of stream crossings, impose the most wetland impacts, and demand the most mitigation and remediation. Mitigation will be a large cost commitment and the greatest of all the proposed corridors.

If Kane County and its citizens believe that the Stearn's Road Corridor is the best alternative for construction, the INPC respectfully suggests the following actions be considered, among other options, to minimize the adverse effects to the nature preserve, INAI sites and irreplaceable fen wetlands.

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- 1) Minimize impacts by reducing the scope of the project. Instead of a four-lane alignment with wide median, consider a two-lane alignment with wide gravel or vegetated shoulders. The reduction of the roadway surface will reduce the amount of salt required for deicing. The increased gravel or vegetated shoulders would intercept some of the splash and spray that will result in indirect impacts to wetlands.
- 2) Consider native vegetative plantings or some other form of screening along the right-of-way at critical locations near sensitive natural areas that would intercept salt splash and spray before they enter wetlands or disperse over recharge areas.
- 3) Consider a system of storm sewers along the proposed alignment that would collect roadway runoff and discharge it downstream of the sensitive natural areas, or contain it and prevent it from entering the wetlands and streams, possibly discharging into a detention basin prior to entering the Fox River and thereby avoiding the introduction of salts directly or through inundation and infiltration.
- 4) Discharge storm sewers into vegetated swales some distance prior to entering receiving waters to improve water quality.

If the Stearn's Road Corridor is chosen, the INPC would expect that an effort be made to benefit all the citizens of Kane County through mitigation and remediation of the natural quality of the area. This effort should include compensation for direct and indirect impacts to sensitive wetland resources, enhancement, and protection of the remaining resources, especially in the face of the future development that the proposed bridge corridor will generate.

The INPC would suggest the restoration of a functional riparian corridor along the length of Brewster Creek, and its tributaries, that extends from Tri-County State Park to the Fox River. The restoration could be accomplished through land acquisition, restoration of hydrologic connections among wetlands, plantings of native vegetation, streambank stabilization, riffle creation, exotic species control, management and monitoring. The riparian corridor should be the maximum width possible to buffer the streams and associated uplands, and include additional buffer areas. Meanders should be restored to the channelized stretch of Brewster Creek and pools and riffles created to promote aquatic faunal diversity. A restoration design plan should be developed under the guidance of the appropriate natural resource agencies. It would be necessary to control stormwater and chloride concentrations in the streams and wetlands for the restoration to be successful.

The quality of life for Kane County citizens inhabiting the Urban Corridor Area located east of the Fox River should be considered and improved by the preservation and protection of these unique and sensitive resources. "Natural lands in natural communities are a part of the heritage of the people. They are of value for scientific research, for teaching, as reservoirs of natural materials not all of the potential uses of which are now known, as habitats for rare and vanishing species . . . and as living museums of the native landscape . . ." [525 ILCS 30/2]. Does the 2020

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Plan call for the wise use and preservation of what little natural resources Kane County has left? Sound planning includes all of the County's citizens. Natural resources contribute to the public health and quality of life of the citizens of Kane County and the destruction of such resources, to accommodate development, will have a negative effect.

Some specific comments are as follows:

- Page 1-11, Natural Resources – the choice of the Stearn's Road Corridor does not achieve or approach statement 5.
- Page 1-12, par. 3, sent. 3 – does "preserving existing resources" include natural resources?
- Page 1-18, Sect. 1.3.1, Purpose – Stearn's Road does not fulfill purpose statements 1 and 2. It is not the best alternative to reduce major congestion or provide more direct routes for developed areas. Also, statement 3 - citizens located in the Urban Corridor are entitled to the benefits of natural resources.
- Page 1-20, par. 3 – Three bridges exist that do not provide direct connection. Greater connectivity could promote and accommodate better traffic movement. A suggestion would be to improve continuity of roadways to existing bridges in the region, i.e., State street bridge in South Elgin and the Elgin and St. Charles bridges.
- Page 2-7, Sect. 2.1.2.1 – It may be Kane County's goal to preserve farmland in the western portion of the county but increasing access to the west of the Fox River in a dispersed fashion will serve to promote expansion west in a more dispersed fashion and consume prime farmlands in the rush of development. Property rights take precedence and developers offer monies that are hard to refuse.
- Page 2-15 – Should "fen" be included as an ecotype here?
- Page 2-19, Table 2.1-6 – It is important to develop an IBI and Habitat Assessment for Brewster Creek.
- Page 2-27, par. 1, sent. 4 – Shouldn't five significant natural areas be enough to establish that a corridor should not be located at Stearn's Road?
- Page 2-27, Sect. 2.1.9.2 – This section does not mention the value of the wetlands and wetland complexes as valuable migration and stopover habitat for wetland bird species.
- Page 2-30, Sect. 2.1.9.3, par.1, sent. 3 – Was there habitat present in the corridor for this federally listed species, and if so where?
- Page 2-70 – If the County is interested in "infilling" Red Gate Road would be a likely target because no commercial or industrial uses occur there.
- Page 2-84, Sect. 2.3.5 – Road projects can be integrated with manmade historical districts. Road projects are not compatible with environmentally sensitive high-quality natural areas.
- Page 2-88, Sect. 2.3.6.2, par. 3 – Shouldn't "fen" be included here?

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Page 2-90, par.5, sent. 3 – 1.5m does not equal 10 ft.

Page 2-91, Sect. 2.3.6.4 – It should be mentioned that uninterrupted flows of highly mineralized groundwater create and support the rare fen communities located within the corridor.

Page 2-98, par. 4 – Why were IBI and PIBI values not determined for Brewster Creek Tributary when high-quality resources occur along or are associated with this tributary to the Fox?

Page 2-99, par. 1 – Why was the North Arm of Brewster Creek not surveyed for fish, mussels, or aquatic invertebrates? With incomplete data, how can reasonable impacts be disclosed?

Page 2-106, par. 1, sent. 6 – It is recognized here, that the introduction of stormwater will degrade South Elgin Fen INAI site.

Page 3-10, par. 2 – Are alternative alignments possible for Stearn's Road? The current plan involves excessive impacts to natural resources.

Page 3-10, par. 3 – It is recognized here, that South Elgin Fen should be avoided with direct impacts because it is an irreplaceable wetland asset. Indirect impacts of deicing chemicals can be just as devastating as direct impacts and should be avoided as well.

Page 3-10, par. 5 – The first sentence should alert anyone to the fact that this alternative is inappropriate.

Page 3-12, par. 2 – The two proposed alternative alignments for Red Gate Road (A and B) appear to defeat the purpose and need in that they do not appear to facilitate safe and efficient traffic movement. Alternative C appears the most efficient.

Page 4-1, Sect. 4.1.1.1. – It is naive to think that development will not penetrate the Critical Growth/ Agricultural/Village Corridors especially with the large amounts of monies that are available from developers. Drained farmland along primary roadways will be at a premium.

Page 4-1, par. 2 – Stearn's Road is not the best alternative to provide these linkage functions.

Page 4-4, Sect. 4.1.1.3 – It is important to provide enhancement of police and emergency response times, flexibility, and efficiency of these services to areas in the most need, where the largest populations occur, and the most traffic congestion occurs. Is the Stearn's Road Corridor the best alternative to provide this function?

Page 4-12, Sect. 4.1.6.2 – These activities will be directly disruptive to hydrological connectivity of the wetland complexes on the Stearn's Road Corridor.

Page 4-14, Sect. 4.1.6.4, par. 2 – What about the introduction and infiltration of salt? Glacial outwash layers are known to occur locally and near the surface in the Stearn's Road Corridor.

Page 4-15, par. 1 – Even the "low risk" of intercepting the water table and negligible groundwater impacts may be too much risk when it comes to the requirements of fen communities.

Page 4-15, par. 6 – The results of the model referred to, to our knowledge, have not been reviewed by the ISGS. We are uncomfortable in accepting the results because the areas to be affected are the most sensitive to these indirect impacts. If the water table is intersected, it could have detrimental effects on groundwater fed wetlands due to

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- evaporation and changes in flow direction and quantity, as well as potential dilution and contaminant loading.
- Page 4-16, par. 3 – It is recognized here that the cumulative effects of future development will change groundwater flow and quality, and impact the sensitive fen communities.
- Page 4-17, Sect 4.1.7.1 – Of all the proposed corridors, the Fox River has the best quality rating at the Stearn's Road Corridor crossing.
- Page 4-22, par. 2 – The design of the detention basin has not been adequately described.
- Page 4-23, par.4 – Will the detention basin be wet-bottom and vegetated to provide for water quality benefits? What are the retention times?
- Page 4-23, Sect. 4.1.7.5, par. 1 – It is naive or perhaps irresponsible to think that the placement of a bridge corridor will not affect the pattern of future development.
- Page 4-27, par. 3 – Will a Stormwater Pollution Prevention Plan be developed and required by the IEPA before the NPDES permit is issued?
- Page 4-27, Sect. 4.1.8, par 2, sent. 3 – Summary of remaining wetlands, including one state dedicated nature preserve and two INAI sites.
- Page 4-31, par. 3 - Gravel operations west of the river will not have significant impacts on the sensitive natural areas east of the river.
- Page 4-32, par. 1 – A misleading impression is given here, as if the natural areas are already protected and do not require the attention of IDOT to avoid or minimize impacts.
- Page 4-35, par. 3 – We question the statement that “relatively” high-quality wetlands are created. Relative to whose standards. Problems with created wetlands are widely known and the argument that naturally occurring wetlands, although degraded, would be better replaced with created wetlands is not acceptable.
- Page 4-114, par. 2 – More detail needed on “dry-bottom” detention basin. Will there be an outfall and where. What are the retention times for varying storm events? Dry-bottom basins are notorious for the first flush of stormwater in small storm events. Accumulated pollutants are flushed through the system in the first pulses of water that move through the basin.
- Page 4-114, par. 5 -- It is recognized that the potential impact to the shallow aquifer from infiltration of roadway runoff is high given the absence of an aquitard.
- Page 4-119, Sect. 4.3.7.2, par. 1 – Is this volume not anticipated to have an effect on the Fox River or the lower order streams?
- Page 4-119, Sect. 4.3.7.2, par. 3 – If the detention basin is dry-bottom and sealed, how will it remove pollutants? What are the retention times? Will pulses from small storm events flush pollutants through the system?
- Page 4-120, par. 1 – Increased chloride levels are known to adversely impact wetland vegetation.
- Page 4-120, Sect. 4.3.7.3, par.2 – Will the control of exotic and invasive vegetation be implemented where soil is exposed in disturbed areas and in revegetated areas?
- Page 4-129, par. 4 – Reed canary grass is an invasive species that dominates disturbed areas. It is aggressive and competitive in native communities, and in natural areas it's

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populations are closely managed.

Page 4-130, par. 2 – It is acknowledged here that chlorides are transported to wetlands via groundwater.

Page 4-130, par. 6 – Wouldn't the "flushing mechanism" of inundation transport chlorides suspended in surface waters "into" the Nature Preserve? Would the fen community be exposed to a 50mg/l chloride concentration?

Page 4-136, par. 1, sent. 1 – Won't splash and spray collecting on the recharge surfaces be transported via infiltration?

Page 4-136, par. 1, sent. 3 – What does "detention pond "discussed for wetland No. 8" mean?

Page 136, par. 2 – If there are no specific references on the effects of chlorides on sensitive fen vegetation (page 4-131, par. 2) how can you "not expect" elevated chloride levels to have any impacts?

Page 4-145, par. 3 – Wasn't the earlier argument for "no effects" from chlorides that the fens were flushed and surface waters diluted by inundations from the streams?



APPENDIX A
Part II - Chapter Two
Comments from Other Agencies and Government Bodies with Responses

Other agencies that have advisory roles or limited review roles also provided comments to the DEIS. these agencies include:

1. DuPage County Division of Transportation (August 17, 1998)

Their comments primarily were a statement of their preferences for the corridors presented.

2. Forest Preserve District of DuPage County (August 14, 1998; August 18, 1998; March 9, 2001)

Their comments included additional data and concern about the need for the CC&P/Stearns Road Corridor in light of its impacts. As a follow-up to their comments they were provided a copy of the *Fox River Bridges CC&P/Stearns Road Environmental Roadway Corridor Technical Memorandum (July 2000)*. This document did not satisfy all of their concerns. While Pratt's Wayne Woods would be directly impacted, secondary impacts may occur. Also, concern was expressed about the IDNR property - Tri-County State Park. We have been in continuous consultation with IDNR regarding impacts to their property to develop a program whereby the proposed total mitigation package negates any impacts to Tri-County State Park (this was expressed in the coordination meeting of February 28, 2001).

The issues relating to secondary impacts from vehicles affecting Pratt's Wayne Woods is more a reflection on the recently completed portion of Stearns Road through DuPage County than on this project. Also, we have been in communication with the DuPage County Forest Preserve in the presence of the Illinois Department of Natural Resources on issues which this project may directly impact them. The primary issue has been development and completion of bicycle routes.

3. Illinois Historic Preservation Agency (June 25, 1998)

Their comments were primarily in the form of additional information or corrections, which will be incorporated into the FEIS where appropriate.

4. Illinois Department of Agriculture (August 13, 1998)

Their expressed concerns focused on agricultural impacts as an indirect result of the proposed project, such as from mitigation sites. Only a very minimal amount of off-site mitigation is proposed, and this is in a wetland bank. This should satisfy their concerns

5. USDA Natural Resources Conservation Service (NRCS) (July 28, 1998)

No comment.

6. Northeastern Illinois Planning Commission (NIPC) (August 26, 1998)

Only comments relates to advice on instituting appropriate measures for stormwater management, soil erosion and sediment control, stream and wetland protection and floodplain management. All of these are considered in the FEIS and appropriate measures are called for.

7. Illinois Department of Natural Resources - Office of Water Resources (July 27, 1998)

Their comments were a reiteration of their jurisdiction in the permitting process for stream crossings.

and the social network. The first step is to identify the social network. This is done by asking the patient to list all the people they have contact with, including family, friends, and colleagues. The next step is to assess the quality of the relationships. This is done by asking the patient to rate the frequency and quality of contact with each person. The final step is to assess the impact of the social network on the patient's health. This is done by asking the patient to rate their overall health and how they feel about their life.

The results of the study show that the social network is an important factor in the health of older adults. The study found that older adults with a strong social network are more likely to be healthy and have a better quality of life. The study also found that older adults with a weak social network are more likely to be unhealthy and have a poorer quality of life. The study suggests that healthcare providers should take the social network into account when assessing the health of older adults.

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DIVISION OF TRANSPORTATION

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DISTRICT ONE

DuPage County
JOHN J. CASE
COUNTY BOARD CHAIRMAN

AUG 17 1998 FACSIMILE (630) 690-5331

August 6, 1998

**BUREAU OF LOCAL
ROADS AND STREETS**

Mr. John Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

RE: FOX RIVER BRIDGE CROSSINGS
Draft Environmental Impact Statement and Section 4(f) Evaluation
Kane County, Illinois

Dear Mr. Kos:

Thank you for providing the Division of Transportation the opportunity to review the Fox River Bridge Crossings Draft EIS for Kane County. After reviewing the documents in question, attending various public hearings on the bridges, and discussing the alternatives with Kane County representatives the Division of Transportation staff is prepared to submit the following comments.

Bolz Road Corridor

This corridor does not directly impact DuPage County.

CC&P/Stearns Road Corridor

As you may know, the DuPage County Division of Transportation is sponsoring a Phase I Study for the realignment of the Stearns Road/IL 25/Dunham Road intersections in Kane County. The Division of Transportation has also invested a considerable amount of time and money in the Stearns Road corridor from Powis Road to South Bartlett Road. All of this is being done in anticipation of increased travel demand in this corridor and due to the fact that Stearns Road is designated as a Strategic Regional Arterial. This bridge alternative ranks the highest in terms of priority for the DuPage County DOT.

Red Gate Road Corridor (All alignments)

Having transferred jurisdiction of Army Trail Road west of Munger Road to the Village of Wayne, it is the Division of Transportation's opinion that this set of bridge alternatives would be less effective than the Stearns Road alternate. It is also likely that this alternative would

produce some undesired congestion related effects on the rural character of the Village of Wayne.

C&NW/Dean Street Corridor

This particular corridor would have little or no effect on DuPage County highways. This design could relieve some of the congestion through the City of St. Charles, but would result in the same amount of traffic entering and leaving DuPage County on IL 64.

Mooseheart/IL 56/Oak Street Corridor

It is the Division of Transportation's opinion that this alternative has considerable value because of the designation of IL Route 56 as a Strategic Regional Arterial, and because of its proximity to the I-88 corridor. This corridor could have a great deal of importance should there be another north-south arterial corridor developed in western DuPage County. It would also be a useful route should there be any need to improve or reconstruct the bridges carrying I-88 over the Fox River.

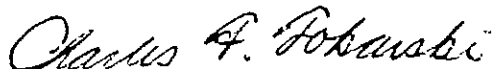
In short, the Division of Transportation staff ranks the alternatives in the following order of preference:

CC&P/Stearns Road Corridor
Mooseheart/IL 56/Oak Street Corridor
Bolz Road Corridor
Red Gate Corridor
C&NW/Dean Street Corridor

It is also the Division of Transportation staff's recommendation that multiple crossings should be considered. Clearly, as demand grows for added road capacity between the counties, more than one additional bridge will be needed.

Once again, thank you for the opportunity to participate in the review process. If the Division of Transportation can be of further assistance in this matter, please do not hesitate to contact me.

Sincerely,



Charles F. Tokarski, Director
DuPage County Division of Transportation

cc: J. Dailey, Kane County
D. Zeilenga, DuPage County
D. Bamm, DuPage County



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President

William J. Maio, Jr.,
Vice-President

Gary A. King,
Secretary

Carolyn M. Kullie,
Treasurer

Robert "Dan" Gooch,
Executive Director

www.co.dupage.il.us/forest/fpdhome.html

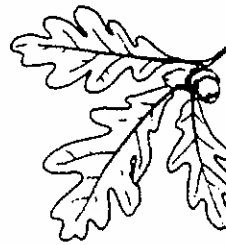


August 14, 1998

DISTRICT ONE

AUG 14 1998

**BUREAU OF LOCAL
ROADS AND STREETS**



Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Attn: Ms. Nancy Magnus

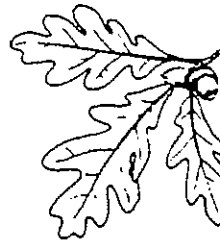
Re: Comments on the FOX RIVER BRIDGE CROSSINGS
Draft Environmental Impact Statement and Section 4(f) Evaluation
Federal Document No.: FHWA-IL-EIS-93-01-D/4(f)
Kane County, Illinois

Ms. Magnus:

Upon review of the above mentioned Fox River Bridge Crossings Draft Environmental Impact Statement, the Forest Preserve District of DuPage County provides the following comments pertaining to the consideration of the proposed "CC&P/Stearns Road Corridor" alignment and the two northerly alignments of the "Red Gate Corridor". These two Central Region corridors are of greatest concern to the Forest Preserve District of DuPage County as all three alignments have an eastern terminus onto Stearns road east of Dunham road and may directly and/or indirectly, negatively impact the natural resources of Pratt's Wayne Forest Preserve and the Tri-County State Park of which the District has preservation and management responsibilities.

In short, the draft environmental impact assessment clearly reports that upon examination of the five Fox River Bridge Crossing corridor alternatives, the "CC&P/Stearns Road" and northerly alignments of the "Red Gate Road" corridors would result in the **greatest economic cost** at \$66 million and \$77 million respectively and appears to result in the **greatest ecological cost** to critical natural area and habitats, and their respective floral and faunal species. Furthermore there are voids in the ecological data assessment which need to be brought current regarding wetland restoration projects at Pratt's Wayne Woods preserve. Over the past season of 1998 there are responding plant and wildlife species to this habitat restoration which need consideration. Finally, the socioeconomic assessment appears grounded in a traditional paradigm that these new bridge crossings will provide, "linkages between residential areas and employment, shopping, institutional, educational, and recreational opportunities along both sides of the river." (4.1.1.1). There does not appear to be any assessment and consideration of how mega-trends associated with current and forecasted technology

Nancy Magnus
August 14, 1998
Page 2



acceleration are changing this socioeconomic paradigm. There is increasing data to support the emergence of what is being described as developing "virtual communities". These virtual communities encompass greater numbers of at home employees, have more home-based businesses, are causing retail market shifts toward consumer direct electronic commerce, and comprise interactive communications media for educational, institutional, and even recreational opportunities. This new paradigm should be given consideration in the context of traditional planning for vehicle linkages. Electronic linkages should be evaluated rigorously and may null some of the increase projections from transportation and growth models over the next ten to twenty years.

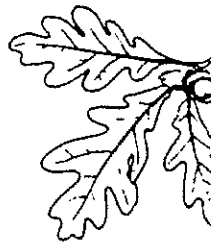
Subsequently, when a more robust assessment is completed, the "CC&P/Stearns Road" and "Red Gate Road" corridors may be removed from further consideration. The following issues regarding the Fox River Bridge Crossings Draft Environmental Impact Statement and other considerations pertaining to the "CC&P/Stearns Road" and "Red Gate Road" corridors are of concern to the Forest Preserve District of DuPage County:

Table 4.1-4 Summary of Impacts to Prime and State Important Farmland Soils show that the CC&P/Stearns corridor would have the greatest negative impact to prime and state important farmland than any of the alternatives in which 35.1 hectares would be impacted. Although not a direct impact to the District, we value such important soil resources and are trying to preserve part of the agricultural heritage in the county.

4.1.6.4 "Impacts to groundwater caused by construction of the proposed Fox River Crossings could include changes to groundwater recharge, diversions or blockage of ground water, and water supply well relocations." "Potential groundwater impacts are most likely limited to corridors with shallow unconfined aquifers...the CC&P/Stearns Road corridor on the east side of the Fox River where grading may intersect shallow water table conditions..." are of serious concern to the District.

Concerns regarding salt utilized for de-icing and models used to anticipate total and increased concentrations of chloride are discussed. "No long term impact upon groundwater quality is expected from road operations. The one possible exception is the shallow aquifer that supplies water to wetlands on the east side of the Fox River for the CC&P/Stearns Road corridor."





4.1.7.1 "One bottomless culvert with head walls or bridge will be constructed for crossing of the North Arm of Brewster Creek in the CC&P/Stearns Road Corridor. Some loss of riparian habitat is expected to occur to the North Arm of Brewster Creek culvert/bridge installation."

Table 4.1-5 Summary of Crossing Structure and Loss of Substrate Area depicts that of any of the corridor alternatives, the CC&P/Stearns Road corridor will have the greatest permanent and temporary loss of river bottom. Although this is not a direct impact to the District property, we are fully engaged in the restoration and protection of upper stream reaches of the Fox River. We find these environmental impacts to be detrimental within the watershed system of which we are a part..

4.1.7.2 "Pollutants accumulate on roadway surfaces and adjoining right-of-way as a result of motor vehicle operations on the roadway." The CC&P/Stearns Road corridor is expected to carry 34,000 vehicles daily which would represent the highest daily traffic of any alternative corridor and subsequently result in the greatest accumulation of pollutants impacting surface runoff water quality. Thus of any of the corridors, CC&P/Stearns Road Corridor would require an additional detention basin to engineer protection of water quality within the Brewster Creek Watershed.

4.1.8.1 Of all the corridors under consideration, the CC&P/Stearns Road Corridor would have the greatest construction impacts to wetlands than any other alternative with 2.54 hectares negatively impacted. Specifically wetlands #14 and #16 on Tri-County State Park land would be negatively impacted. The newly restored (1997) wetlands within the Phase II Brewster Creek wetland project are located adjacent to Stearns road west of POWs. These wetlands were not included at the time of the assessment. Although they are located at the far east end of the CC&P/Stearns Road corridor terminus, negative impacts are expected attributable to a marked increased traffic volume estimated at 34,000 daily vehicles on Stearns road contributing noise pollution, road water runoff contaminates including chloride, direct salt spray impacts, and increased fragmentation and hydrology challenges. "Wetland #16- This 0.11 hectare wetland (0.27 acre) marsh/shrubland is located just north of the existing Stearns Road. Operational impacts to this depressionnal wetland will include elevated chloride and pollutant levels due to splash and spray from road surfaces. Improvements to Stearns Road near this site will introduce higher levels of pollutants to this area."





4.1.8.3 "The CC&P/Stearns Road corridor also contains three seep/fen communities which are most susceptible to groundwater flow impacts. It is in these fen and seep communities which harbor a majority of the state listed threatened and endangered species which were identified during biological surveys." Of all the corridor alternatives, the CC&P/Stearns Road corridor is the only one which impacts such ecologically significant plant and animal communities such as these fens. "Most of the significant wetlands identified for this project are located in the CC&P/Stearns Road corridor. To some extent, these significant wetlands, identified as fens and seeps, are protected by the designation of Nature Preserve status..."

Table 4.1-10 Summary of Cover Type Loss, hectares is inconsistent data as the Marsh Lands e/ cell is left blank and previously Table 4.1-7 depicted 2.54 hectares of wetlands (Marsh Lands e/) would be impacted and some of those wetlands would need to be mitigated. "The wetland complexes in the

CC&P/Stearns Road corridor are its most important habitat feature." Operational impacts such as salt spray are quite vague in the report. The Sucoff's methods of assessment were used to determine the potential effects of the salt spray on the woody plants in each corridor. No estimate was given for effects from runoff to vegetation and water from the salt spray affected area. District data shows significant impacts to wetlands and vegetational communities subjected to salt runoff and salt spray. These same type of impacts are expected as traffic volume dramatically increases as will speed on the Stearns Road.

4.1.9.3 The Birds currently utilizing the Brewster Creek Wetland project adjacent to Stearns road on forest preserve property are not mentioned. Wildlife observations in 1998 yield the verification of American Coots and Pied Billed Grebes (Illinois threatened) nesting in Phase II Brewster Creek Wetland project area. A Cope's Gray Treefrog was found breeding in Phase II Brewster Creek south of Stearns road which is the first record for DuPage County. Such amphibians are extremely sensitive to salt chemistries in the wetlands. A nesting pair of Sandhill Cranes (Illinois endangered) have produced at least one young each of the last three years. The Sandhill cranes have been observed on numerous occasions utilizing habitat both north and south of Stearns road, west of POWs in both forest preserve and Tri-County state park land. An attached copy of recent wildlife observations is provided.



Nancy Magnus
August 14, 1998
Page 5



General comments: Much more needed assessments are necessary to evaluate and anticipate the overall impacts of the proposed CC&P/Stearns Road corridor on the ecological resource. The new restored Brewster Creek Phase II wetlands on forest preserve district property need to be reviewed critically with respect to direct and indirect negative impacts expected from the increased traffic volume and speed anticipated with the Stearns road improvements and proposed bridge corridor. Although you are clearly aware that the CC&P/Stearns Road corridor has the greatest economic cost, it appears to have the greatest ecological cost and potential environmental damage than any of the alternative bridge crossings of the Fox River as well. Further data is available regarding wildlife and plants species dependent on the habitats and natural areas discussed previously. These data need to be incorporated into the assessment which is presently incomplete and subsequently void of accurate information needed for sound decision making. We urge the Illinois Department of Transportation to further the Environmental Impact Assessment to a more robust process, discovery and analysis.

Respectfully,

A handwritten signature in cursive script, appearing to read "Robert D. Gooch".

Robert D. Gooch
Executive Director







Forest
Preserve
District of
DuPage
County



August 18, 1998

Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

SUBJECT: Comments on the FOX RIVER BRIDGE CROSSINGS Draft Environmental Impact Statement and Section 4(f) Evaluation Federal Document No.: FHWA-IL-EIS-93-01-D/4(f) Kane County, Illinois

Dear Mr. Kos:

The letter I delivered to your office late last Friday, August 14, 1998, was missing its attachment. Enclosed is the missing attachment.

Please include this attachment with Robert D. Gooch, Executive Director's letter dated August 14, 1998 regarding the above subject.

If you have any questions or problems with this request, please contact me at (630) 942-6044.

Sincerely,

John F. Oldenburg
John F. Oldenburg
Manager of Grounds & Resources

DISTRICT ONE

1998

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ROADS AND STREETS

Enclosure

JFO/sjh

185 Spring Avenue
Glen Ellyn, IL 60137

P.O. Box 2339
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60138-2339

630/790-4900
FAX 630/790-1071
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D. "Dewey" Pierotti, Jr.,
President

William J. Maio, Jr.,
Vice-President

Gary A. King,
Secretary

Carolyn M. Kulie,
Treasurer

Robert "Dan" Gooch,
Executive Director





BREWSTER CREEK PHASE I AND II - 1998 WILDLIFE OBSERVATIONS
Prepared by: Daniel R. Ludwig, Ph.D.
July 09, 1998

This year (1998) will mark the first full growing season for wetland plants in Brewster Creek Phase I and II. Consequently, much of the structural diversity provided by vegetation is developing. Shallow standing water was present in the scraped areas of Phase I and in Phase II reed canary grass was still the dominant "emergent aquatic plant" along the creek in Phase I, and just west of Munger Road in Phase II.

A pair of Sandhill Cranes (Illinois endangered) with one young was seen in Phase II during late June 1998. A pair of cranes with one young was seen previously directly to the south along Brewster Creek (i.e., not in Phase I or II). At the present time it is not known if there is more than one pair of Sandhill Cranes in the area.

American Coots and Pied-billed Grebes (Illinois threatened) nested in flooded reed canary grass in Phase II.

Pied-billed Grebes used shallow water areas in Phase I and II.

Both Mallards and Blue-winged Teal have successfully nested within Phase I. Killdeer and Spotted Sandpipers also reared young in Phase I.

Amphibians are breeding within the shallow water areas created in Phase I and II. Cope's Gray Treefrog was found breeding in Phase II south of Stearns Road. This is a first record for DuPage County.

A list of wildlife species observed on site is attached. Observations were made on April 06, May 21, and June 16 and 17, 1998.

bcc: Leslie Berns
John Oldenburg
JoEllen Siddens

DRL/sjh



Forest Preserve District of DuPage County

3 S. 580 Naperville Road • Wheaton, IL 60187-8761 • 630.933.7200 • Fax 630.933.7204 • TTY 800.526.0857

March 9, 2001

COPY

Mr. Jeff Dailey
Director/County Engineer
Kane County
Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Dear Mr. ~~Dailey~~: *JEFF*

Thank you for forwarding the technical memorandum for the Fox River Bridge Crossing CCP/Stearns Road Corridor to our agency. I have sent it out to my staff for review and comment. I hope this reply will be useful to you.

First, I would like to compliment you and your consultants on the general thoroughness of the review. We only regret that the footprint of the study area did not reach a half mile, or so, east. Although the Forest Preserve District of DuPage County's property is unlikely to be directly affected by the proposed project, Tri-County (IDNR) property within DuPage County likely will be.

The Pratt's Wayne Woods Preserve (District property) will likely have indirect and possible accumulative impacts from salt (sodium and chloride), heavy metals (copper, zinc, lead) oil, grease and other chemical and nutrient loading due to an expected increase in traffic by approximately 34,000 vehicles per day passing District property. Subsequent increases in biotic community exposure to air pollutants (CO, NOx, THC, NMHC) from vehicle emissions are predictable but absolute correlation to negative cause and effect relationships would be difficult to research.

Of course, most of the memorandum covers direct affects of the project within Kane County. On that note, we would be remiss in our opportunity to comment if we did not point out one apparent logical discontinuity. The Technical Memorandum hypothesized that the special aquatic sites had degraded over time and would continue to degrade. The project postulates that with the development of the Brewster Creek Greenway Corridor which encompasses all of the mitigation strategies "... that the result would be no-net harm to the special aquatic sites as a minimum standard." While the assumption of degradation bolsters the project, data presented on Page 9 indicate that the Day's Fen has increased in quality from 1994 to 1999 and data presented on Page 10 shows that South Elgin Sedge Meadow was of a higher quality in 1999 than it was in 1977.

Andrea Hoyt, the District's Manager of Project Development, wanted to pass along comments directed towards the design of a bicycle trail along the corridor. We wish to request that the re-routing of the Prairie Path in the area of Route 25 should be done in such a manner to provide separation of trail users from traffic along the road. It would be preferred to avoid crossing of any roads or railway tracks at grade. Bridges are preferred to underpasses for security reasons. Trail surfacing should consider a variety of users such as cyclists, hikers and equestrians. Forest Preserve staff would like a trail connection into the Tri-County Park. The plan for the preserve will include a trail. The trail "cloverleaf" created at Illinois Route 25 and the East Branch of Brewster Creek appears to be constructed within a designated wetland. Perhaps an alternate location could be identified so as not to impact the wetlands. Conceptually, the idea of the trail linkages are good; however, specific site plans must be examined to determine the exact field locations.

Finally, we would like to encourage continued active participation of the Forest Preserve District of DuPage County through design and construction of the eastern end of the corridor.

Thank you again for allowing the District to participate in the process.

Sincerely,



Robert D. Gooch
Executive Director

CC: John Oldenburg
Andrea Hoyt
Joel Greenberg

RDG:feo



Illinois Historic
Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

June 25, 1998

Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schamburg, IL 60196-1096

Re: DEIS for Fox River Bridge Crossings
Federal Document No.: FHWA-IL-EIS-93-01-D/4(f)
IHPA Log #10022195, 961010004M-K

RECEIVED
JUN 25 1998
STREETS

Dear Mr. Kos:

Our office has reviewed the Draft Environmental Impact Statement and Section 4(f) Evaluation (DEIS) for the construction of new bridges across the Fox River in Kane County, Illinois. Recently, our office received additional survey information from the Illinois Department of Transportation regarding the eligibility of certain structures (see attached letter dated May 20, 1998). The results of this evaluation should be incorporated into the document. The statement under 4.4.5, Cultural Resources, page #4-112 regarding the Andrew Weisel House (312 2nd Avenue) and the property at 416 2nd Avenue is not accurate. Our office will require more detailed cross-sections before we are able to determine the effect of the project on these properties. Any references in the DEIS regarding archaeology should adequately reflect the information contained in our December 2, 1997 and attached reviewer's comments. A copy of this letter and attachment are enclosed.

Thank you for the opportunity to review and comment on the DEIS. If you have any questions, please contact Ms. Tracey A. Sculle, Cultural Resources Manager, 217/785-3977.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

enclosures: May 20, 1998 letter
December 7, 1997 letter w/ attachments

AEH:TAS



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REVIEWER'S COMMENTS

IHPA Log #961010004M-K
SIX FOX RIVER BRIDGES

pg. iv and v -- 11-K-424 is listed under Oak Street and Red Gate Road Corridors. Should one entry be 11-K-426?

pg. v -- Under Red Gate Corridor, 11-K-13 should be emboldened

pg. 28, Figure 7 -- This illustration pertains to only the southern corridors. Can you also supply that portion of the map for the northern corridors.

pg. 47, Methods

a) Can you briefly elaborate on the difference between the corridors and the ROWs? It was initially confusing to me how the two differed; I thought the terms were being used interchangeably. Also, can you elaborate briefly on corridor widths, perhaps in the description of each corridor in Survey Results.

b) What procedures/definitions did you use for prehistoric and historic artifact analyses? Did NIU-CAP or ITARP conduct the analyses?

pg. 51, 1st para. -- We request below survey for additional parcels. In general, all parcels must be surveyed if they will be constructed on, do not occur in low-lying areas, are not previously disturbed, are not extremely small in size, or some combination of the above.

pg. 66, 11-K-424 -- Is this site on Figure 9? You have a duplicate site 11-K-424 on page 105. The descriptions on the pages do not agree and suggest one site is misidentified. Should this be 11-K-426?

pg. 71, 11-K-41 -- a) Does additional work need to be conducted to determine whether the prehistoric scatter identified during survey is indeed part of 11-K-41? b) On Figure 12, 11-K-41 appears to be outside the study corridor. Is this correct? The site description is vague on this point. c) Do available site records indicate on what evidence (e.g. human bone, mounds, etc.) this site was identified as a burial location? Is bone curated; if so, is it human? If presence or absence of human bone cannot be verified in collections, additional work should be recommended to evaluate whether human remains are present at this site and whether human remains will be impacted by construction. The presence of burials does not automatically make a site significant in National Register terminology. However, any burials present are protected under the Human Skeletal Remains Protection Act regardless.

pg. 81 -- disagree with your recommendation that 11K399 needs further work ; the site does not appear to warrant additional investigation

pg. 82 -- disagree with your recommendation that 11K410 needs further work; the site



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does not appear to warrant additional investigation

pg. 94 -- Disagree that low priority parcels do not need survey. Your coverage and sites located maps suggest all the parcels designated low priority potentially contain archaeological resources. Survey is requested for all unsurveyed parcels.

pg. 102, 11-K-13 -- Why couldn't the northern and eastern site limits be determined? If present, any burials are protected under the Human Skeletal Remains Protection Act.

pg. 103 -- disagree with your recommendation for further work at 11K371; the site does not appear to warrant additional investigation

pg. 108, 11-K-444 -- a) 8th line -- where is "here"? b) disagree with your recommendation for further work at 11K444; the site does not appear to warrant additional investigation

pg. 109 - 110, 11-K-452 -- Why couldn't the east and west site boundaries be accurately assessed? Despite the unplowed condition of 11-K-452, I am inclined to disagree with your recommendation for further work at 11-K-452 due to the limited quantity of artifacts. The site does not appear to warrant further investigation.

pg. 111, Table 17 -- a) For Property Number 10, you should indicate the priority level as low for prehistoric, high for historic. This will more accurately reflect your text on page 113, lines 1-3.

pg. 113, line 1 -- agree the parcels listed as low priority do not require further work.

pg. 113, line 2-3 -- If this is an unregistered cemetery, the burials are protected under Human Skeletal Remains Protection Act.

pp. 117-118, 11-K-221 -- a) Knight also reports a Middle Archaic stemmed biface for this site. b) This portion of the Rees map is not portrayed in Figure 7.

c) I disagree with this report's interpretation of 11-K-221 as short term, confined to a pre-1860s affiliation, and as the P.O. and home of Edward Brewster as it is depicted on the 1851 Rees map.

Some facts -- 1: 11-K-221 is located on the east side of Rte. 125 in NW & NE of SE SW NE S1 (Knight, 1991 IAS site form), on the north bluff of Brewster Creek. A mid to late 19th century affiliation (IAS site form) and an 1850s affiliation (this report) are attributed to the artifact scatter from 11-K-221. -- 2: The 1851 Rees map shows a road approaching S1 from the southwest, curving northwest and traversing the SE 1/4, then curving and aligned N/S through the NW S1, and north through the W 1/2 of S36 (above S1). The 1860 and subsequent atlases show a similar orientation, but shifted approximately .25 miles to the east, passing through the NE S1. The points of inflection differ between 1851 and later, and the points where they enter and leave S1 differ. The alignment of the 1860 road closely corresponds with the current Dunham Road/Rte. 125



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alignment. -- 3: The 1851 map shows a structure in SE NW S1, on the east side of the 1851 road. The structure is indicated as a P.O., with the notation E.W. Brewster. The 1851 map does not show a structure in the SW NE S1, the location of 11-K-221. The 1860 atlas shows a structure in SW NE S1, on the west side of the 1860 road. This structure also appears on the 1872, 1892, and 1904 atlases and the 1932 15' topographic quad. The structure location is directly opposite the 11-K-221 artifact scatter. The 1860 atlas does not show a structure at the 1851 location of the P.O. and E.W. Brewster. -- 4: Land purchase records document E.W. Brewster purchased the NE S1 (location of the 1860 atlas structure, location of 11-K-221) in 1842, whereas David Webb purchased the NW S1 (location of 1851 map structure and attributed location of P.O., E.W. Brewster). The 1860 atlas indicates neither individual owned his tract; Joseph Hurst owned both the NE and NW S1. We thus know the tracts changed ownership at least once before 1860, but we do not know who owned the tracts between the original purchase date and 1860 nor the dates of conveyance.

Interpretation: You indicate the scale of the 1851 map is questionable. It's not specified on what you base this statement, but I assume you infer that the 1851 road and the 1860 road are the same, thus, should have the same eastern alignment as that depicted in 1860 and later. On this basis, and knowing Brewster purchased the NE S1 but not the NW S1, you interpret the 11-K-221 artifact scatter, on the east side of the road, as the structure present in 1851 on the east side of its road and indicated as P.O. and E.W. Brewster. The disappearance by 1860 of the 1851 structure apparently is the basis for interpreting 11-K-221 as a short-term, 1850s occupation. The fact that between 1851 and 1860 the structure shifts from the east side of a road to the west side may also be the basis for the short-term, 1850s interpretation, but this is unclear.

I disagree that the 1851 map scale is questionable and the road alignment misplaced. This would be an approximate .25 mile error in placement. Roads, especially early roads, were moved through time. It is entirely possible the 1851 alignment was abandoned and a new alignment routed through the E 1/2 of S1 by 1860. Support for this is three-fold. First, as noted above, the roads' orientations are similar, but their alignments differ substantially in where and how they cross section and internal lines. These differences extend beyond S1. Second, four 1860 structures aligned in a linear, N/S pattern in the W 1/2 S36 and S line of S25 (to the north) are some distance west of the 1860 road. Their placement and patterning, however, suggests they were built next to a road. Placement and patterning is consistent with the 1851 road alignment through the W 1/2 S1 and suggests the alignment is correct as mapped. Third, I note a railroad grade shown on the 1904 atlas as well as the 1932 15' and current 7.5' USGS quads closely corresponds with the 1851 road alignment in W 1/2 S1. This seems more than a coincidence and may represent the railroad following the earlier roadbed.

If the realignment scenario is accepted, then 11-K-221 cannot represent E.W. Brewster and P.O. as depicted in 1851, despite both locations on the east side of a road. Instead, Brewster's P.O. would have been about .25 miles west of 11-K-221. The artifact scatter, then, as stated by Knight, is not depicted on atlases. However, the scatter likely is associated with the structure indicated in 1860 in SW NE S1, west of the road and directly opposite the scatter. Based on the atlases, this structure's inception postdates



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1851 but predates 1860; occupation continued into the 20th century. This inception date is consistent with the mid 19th century affiliation reported here and by Knight. Knight, however, also assigns a temporal affiliation into the late 19th century, a point not accounted for in this report. The short-term, 1850s affiliation proposed in this report is not consistent with reported artifact dates. Association with the long-term structure across the road seems more likely. This inference is strengthened by noting the atlases indicate a single individual owned the acreage on both sides of the road in 1860, 1892, and 1904, thus had access to the 11-K-221 location. Different individuals owned the acreages in 1872. Differences in 1872 ownership may account for a temporal affiliation ending in the late 19th century and the apparent lack of 20th century artifacts. In sum, a road alignment shift to the east between 1851 and 1860 coupled with a change in landowners by 1860 could easily explain the demise of the 1851 P.O. structure as well as the inception between 1851 and 1860 of a long-term structure across from mid to late 19th century 11-K-221, with which 11-K-221 is associated.

Despite these objections, 11-K-221 has an early component. Additional field work is warranted to better assess temporal affiliation, function, association with the structure across the street, and the potential for features. Additional documentary work should minimally address ownership history and residents. It would be enlightening to investigate whether Brewster ever owned the NW S1, and if so, when. Such investigation may provide evidence for whether or not the 1851 road and P.O. structure are correctly portrayed.

pg. 120, 4th para. -- You note sixteen tracts of land remain unsurveyed, but list 17 tracts in Table 19. Recommend survey for three low priority tracts (2, 9, and 14). Other low priority tracts do not require survey.

pp. 121-122/Figure 21 & Table 19 -- a) Property Number 17 does not appear to be on Figure 21. b) Properties 2, 9, and 14 should be surveyed.

pg. 126, 11-K-382 -- Given the 20 m distance separating 11-K-382 and 11-K-388, the small quantity of historic artifacts at 11-K-382, and the same original purchaser, the historic scatters could easily represent the same occupation (perhaps dispersed by plowing?) rather than 2 separate occupations or structures. Further work may clarify this issue.

pg. 127, 2nd para., 4th line -- 11-K-387 appears to be an incorrect site number; should this be 11-K-388? If so, there is an inconsistency in dates on this line with that noted 3 lines below under 11-K-388.

pg. 129, 2nd para. & Table 20 -- Text indicates that, for multicomponent sites, the component recommended for Phase II will be italics. No italics are noted in Table 20.

pg. 131, Table 20 -- For 11-K-402, it would be useful to note under "Recommendation" that Avoidance is recommended due to presence of a potential mound (see 11-K-13 entry).



Illinois Historic Preservation Agency

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pg. 135, 2nd para. -- Text needs revision to reflect recommended survey of additional parcels.

The ASSR forms received 18 November 1997 have been treated as a draft Appendix.

Bolz Road, Comments -- The ASSR states survey is recommended for four unsurveyed parcels but the report recommends survey of seven parcels. We also recommend survey for an additional three parcels (2, 9, 14). See comments above for pg. 120, 4th para.

CC&P/Stearns Road, USGS map -- plot sites on USGS map

Red Gate Corridor

- a) Sites Located -- 11-K-424 is listed here and under Mooseheart Road/Oak Street. There is no IAS site form for 11-K-424 in Red Gate Corridor. 11-K-424 appears on Red Gate Corridor USGS map. There is an IAS form for 11-K-426 in Red Gate Corridor, but the site is not listed. See comments above for pg. 66, 11-K-424.
- b) Comments -- Request survey of all unsurveyed parcel, not just the six (unspecified) parcels noted.
- c) Comments -- Disagree with your recommendation of additional work at 11-K-371, 11-K-444, and 11-K-452. These sites do not appear to warrant additional investigations.
- d) the USGS map showing the project area is incomplete

Mooseheart Road/Oak Street

- a) The original site form for 11-K-354 is omitted (only the revisit form is included).
- b) Sites Located -- 11-K-424 is listed here and under Red Gate Corridor. Site form is included in Mooseheart Road/Oak Street ASSR. Site is not shown on USGS map. Should Mooseheart Road/Oak Street 11-K-424 be 11-K-426?
- c) Comments -- Disagree with your recommendation for additional work at 11-K-399 and 11-K-410. These sites do not appear to warrant further investigations.



PRIME FARMLAND
CONCERN

Bureau of Land and Water Resources • State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281
217/782-6297 • TDD 217/524-6858 • Fax 217/524-4882

August 13, 1998

Mr. John P. Kos, P.E.
District Engineer, District 1
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

ATTN: Ms. Nancy L. Magnus

Re: Fox River Bridge Crossings
Draft EIS and Section 4(f) Evaluation
Kane County, Illinois
FHWA-IL-EIS-93-01-D/4(f)

Dear Mr. Kos:

The Illinois Department of Agriculture (IDOA) has examined the Draft Environmental Impact Statement and Section 4(f) for the Fox River Bridge Crossings for their potential impact to agricultural land as well as its compliance with Illinois' Farmland Preservation Act. Comments were previously submitted during the Scoping Process on May 24, 1993 and December 1, 1993.

The project involves the construction of five new bridges with approach roads across the Fox River between the Kane/McHenry County Line and the Kane/Kendall County line in the eastern portion of Kane County, Illinois. All Build Alternatives in each region will accommodate bicycles and pedestrians by providing a three meter multi-use lane on or attached to each Fox River bridge and, where practical, providing mixed use paths along the roadway.

Kane County's historical land use development pattern has been to establish higher densities and compact development to the east and rural/agricultural uses to the west. Kane County has endorsed the policy of encouraging the compact and contiguous growth of existing communities at densities which facilitate the cost-effective and environmentally sound extension of public utilities and services. From east to west, three distinct land use areas identified in the Conceptual Land Use Strategy are:

- 1) the Urban Corridor Area which includes the Fox River Valley;
- 2) the Critical Growth Area which is concentrated in the central tier of townships with a mixture of countryside residential, farmland and small villages; and
- 3) the Agricultural/Village Area which includes the balance of the rural, western townships characterized by productive farms and small villages.

The proposed project is intended to create new access across the Fox River (i.e., within the Urban Corridor) without providing additional through-capacity in the Critical Growth Area or to the

Agricultural/Village Area. The project area is within the Urban Corridor as defined in Kane County's *2020 Land Resource Management Plan*. Existing agricultural areas within the study corridors are fragmented due to rapidly expanding urban development. The *2020 Land Resource Management Plan* also designates the western portion of the County (outside the project area) as an Agriculture Priority Area.

The maximum number of agricultural acres to be converted to a non-Ag use by the alignments of the five crossings is 82.9 acres, with 68.3 of these acres classified as Prime farmland and 14.6 acres as Important farmland. However, additional conversions may occur as a result of the contractor negotiating floodplain compensatory storage, access, or borrow areas directly from a property owner.

Mitigation concerns previously expressed in December 1, 1993 correspondence stated that the IDOA would expect Kane County and the IDOT to comply with the IDOA-IDOT Cooperative Working Agreement that says in part, "*The IDOT will place a high priority on selecting lands which are not Prime farmlands for wetland mitigation purposes in devising wetland compensation plans.*" We fully expect the IDOT to oversee and restrict the purchase of Prime farmland for the purpose of wetland, woodland and noise impact mitigation, and the creation of floodplain compensatory storage areas.

Since the agricultural areas under review as part of this project are entirely within the corporate boundaries or the 1.5 mile planning jurisdictions of the communities along the Fox River, and are officially planned or zoned for more intense urban uses, the project appears to comply with the IDOT Agricultural Land Preservation Policy to minimize impacts on agricultural land. It is exempt from further review in accordance with Section 2.c and 2.d of the IDOA-IDOT Cooperative Working Agreement on the protection of Illinois Farmland. We do not object to its implementation and have determined that the project complies with the spirit and intent of the Illinois Farmland Preservation Act.

Even though the project is technically exempt, the IDOA continues to monitor such projects for possible secondary impacts to agricultural land and oversee any mitigation which may result due to the project's implementation. In the event that mitigation acres are required as part of the project, the IDOA requests written notification which includes the mitigation ratios and total acres required. Proposed map sites should be site specific and delineated on aerial maps. Onsite mitigation is preferred. If unavailable, then mitigation sites should be located as close as possible to the affected sites unless a banking site is proposed. Should this situation occur, we prefer to see mitigation areas located within the affected watershed area.

Coordination for these additional impacts should be initiated with the IDOA by the contractor (or IDOT) and maintained for the duration of the project. Our foremost concern is that Prime farmland should be avoided for mitigation purposes if it possesses viability for long-term, efficient agricultural use. Some exceptions which would provide suitable mitigation sites include:

- remote fields with poor access;
- low lying land which floods frequently;
- edges of fields close to creeks;
- severed parcels and uneconomical remnants less than 3 acres in size;
- previously disturbed borrow sites;
- existing state-owned and other public lands;

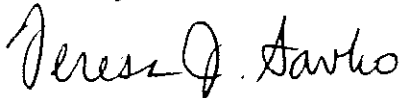
Fox River Bridge Crossings
August 13, 1998

3

- FEMA buyout properties;
- land comprised of soils possessing relative values less than 75; and
- sites approved by the IDOA on a case by case basis.

We appreciate the opportunity to review the document for the project's overall impacts to agricultural land and continue our coordination regarding mitigation issues.

Sincerely,



Teresa J. Savko
Bureau of Land and Water Resources

TJS:drs

cc: John Rowley, IDOT
Sam Santell, Kane County Planning Office
Kane-DuPage County SWCD

USDA NRCS
Natural Resources Conservation Service

04/

United States
Department of
Agriculture

1902 Fox Drive
Champaign, IL
61820

July 28, 1998

DISTRICT ONE

Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attn: Ms. Nancy L. Magnus

BUREAU OF LOCAL
ROADS AND STREETS

RE: Fox River Bridge Crossing, Kane County, Illinois, Draft
Environmental Impact Statement
NRCS Environmental Document Number 2291

Dear Mr. Kos,

This letter is in regards to your request dated June 12, 1998, to review and comment on the Draft Environmental Impact Statement for construction of new bridges. NRCS has reviewed the Draft and have no comments at this time.

Sincerely,



ACTING FOR
WILLIAM J. GRADLE
State Conservationist

cc:
Marc Safley, NRCS, Washington, DC
Tony Kramer, NRCS, Champaign, IL
Bill Lewis, NRCS, Champaign, IL

pk:kos.doc

JUL 31 1998





Mark

northeastern illinois planning commissioner

222 S. Riverside Plaza • Suite 1800 • Chicago, IL 60606 • (312) 454-0400 • Fax (312) 454-0411 • http://www.nipc.org.il.us

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appointment pending

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appointment pending

Appointed by the Board of Pace

appointment pending

Appointed by the Board of the Metropolitan Water Reclamation District of Greater Chicago

Patrick Young

Appointed by the Board of the Illinois Association of Park Districts

Judy Beck

Appointed by the Board of the Chicago Park District

Edward Sullivan

Appointed by the Board of the Illinois Association of Wastewater Agencies

appointment pending

August 26, 1998

DISTRICT ONE

SEP 0 8 1998

BUREAU OF LOCAL ROADS AND STREETS

Mr. John P. Kos, P.E.
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Attn: Ms. Nancy L. Magnus

Dear Mr. Kos:

The Northeastern Illinois Planning Commission is pleased to provide its comments on the "Draft Environmental Impact Statement and Section 4(f) Evaluation - Fox River Bridge Crossings."

The DEIS is well-organized and quickly establishes the focus on supporting Kane County's *2020 Land Use Plan*, which encourages compact and contiguous growth; conforming to local land use plans; and, providing an enhanced transportation network. The DEIS also puts a well-placed emphasis on the preservation of established downtowns and on pedestrian and bicycle access across the bridges. Also included is the examination of coordination with PACE bus service for enhanced transportation access which the Commission recommended earlier in the process.

The DEIS meets many of the objectives in the Commission's *Strategic Plan for Land Resource Management* including recommendations for achieving a more balanced development patterns which encourage investment in mature communities.

The Commission does recommend, however, that all bridge construction mitigation cited in the DEIS adhere to design, construction and operational features which are consistent with the Commission's standards for stormwater management, soil erosion and sediment control, stream and wetland protection and floodplain management. The benefits of these are outlined the Commission's model ordinances and guidebook including:

- *Model Soil Erosion and Sediment Control Ordinance, 1991*
- *Model Floodplain Ordinance, 1996*
- *Model Stormwater Drainage and Detention Ordinance, July 1990*
- *Model Stream and Wetland Protection Ordinance, 1988*
- *Best Management Practice Guidebook for Urban Development, 1992*

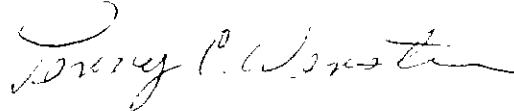
These resources describe practical methods, example guidelines, and strategies to achieve these objectives. The Commission would be pleased to forward these documents to you.

4 2

The Commission commends the Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT) and the Kane County Division of Transportation for undertaking this evaluation of the potential environmental impacts associated with the proposed new bridge crossings.

We hope these comments are useful to you. Please continue to include the Commission in this process.

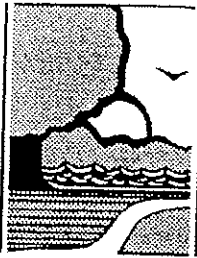
Sincerely,

A handwritten signature in cursive script, appearing to read "Penny C. Wenstrom".

Penny C. Wenstrom

Manager: Review and Comments Services

PCW:



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES
Office of Water Resources

201 West Center Court, Schaumburg 60196-1096

Jim Edgar, Governor ● Brent Manning, Director

July 27, 1998

Mr. John P. Kos
District Engineer
Illinois Department of Transportation
Division of Highways/District One
201 West Center Court
Schaumburg, IL 60196

Dear Mr. Kos:

Notice of Jurisdiction
Fox River Bridge Crossings, Kane County
Draft Environmental Impact Statement and Section 4(f) Evaluation

Thank you for the above referenced May, 1998 report. We have roughly transferred the alignments shown on aerial photographic exhibits 2.2-6, 2.3-10, 2.3-11, 2.3-12, and 2.4-6 onto copies of USGS Hydrologic Atlas and regulatory floodway mapping in order to identify areas of Illinois Department of Natural Resources, Office of Water Resources (IDNR/OWR) jurisdictional concern. These fall into 3 categories:

1. **Fox River Public Water Crossings**

IDNR/OWR permits are required for the Fox River crossings and portions of the alignments within the designated floodway of the Fox River. Applications submittals will need to show that the Department's Rules for "Regulation of Public Waters" and "Floodway Construction in Northeastern Illinois" (96 Illinois Administrative Code, Part 3704 and Part 3708, respectively) are met. Permitting by our office is required as the "Memorandum of Agreement" (MOA) does not apply to public water crossings. Please note, we will need to issue 21-day public notices for the Fox River crossings.

2. **Portions of the Alignments Falling in the Floodway of Waterways Draining One Square Mile or More (no floodway designated)**

IDNR/OWR permits are required. The MOA does not apply as these portions of the alignments do not involve designated floodway. Further investigation is required to determine whether some of these waterways drain one square mile or more. Application submittals will need to show that the Department's rules for "Construction in Floodways of Rivers, Lakes and Streams" (96 Illinois Administrative Code, Part 3700) are met.

3. **Portions of the Alignments in Designated Floodways (not involving public waters)**

These portions of the alignments may be permitted by IDOT/DOH, in accordance with the MOA.

The following lists areas of IDNR/OWR jurisdictional concern:

Bolz Road Corridor

Fox River (NE 1/4 S10, T42N, R8E and SE 1/4 S3, T42N, R8E)

An IDNR/OWR permit will be required. The Part 3704 and Part 3708 Rules apply.

Unnamed Tributary to the Fox River (NW 1/4 S11, T42N, R8E & SW 1/4 S2, T42N, R8E)

It appears the alignment does not fall within the non-designated floodway of the Tributary or that the drainage area is one square mile or more. However, further investigation is needed. If the alignment falls within the non-designated floodway and the drainage area is one square mile or more, an IDNR/OWR permit will be required. The submittal would need to show that this portion of the alignment will be in conformance with the Department's Part 3700 Rules.

CC&P/Stearns Road Corridor

Fox River (SW 1/4 S2, T40N, R8E)

An IDNR/OWR permit will be required. The Part 3704 and Part 3708 Rules apply.

Brewster Creek Tributary (S 1/2 S1, T40N, R 8E)

An IDNR/OWR permit will be required. The Part 3700 Rules apply.

Brewster Creek and/or North Arm Brewster Creek (SE 1/4 S2, T40N, R8E)

It is unclear whether the alignment crosses Brewster Creek twice or North Arm Brewster Creek once. In either case, this portion of the alignment involves designated floodway. The MOA may apply.

Red Gate Road Corridor

Fox River (NW 1/4 S15, T40, R8E)

For alternate alignments A, B, and C, an IDNR/OWR permit will be required. The Part 3704 and Part 3708 Rules apply.

Brewster Creek (SW 1/4 S1, T40N, R8E)

This portion of the alignment involves designated floodway. The MOA may apply.

CNW/Dean Street Corridor

Fox River (SW 1/4 S27, T40N, R8E)

An IDNR/OWR permit will be required. The Part 3704 and Part 3708 Rules apply.

State Street Creek (SE 1/4 S28, T40N, R8E)

An IDNR/OWR permit will be required if the drainage area is one square mile or more. The Part 3700 Rules apply. More detailed investigation of the drainage area is needed.

John P. Kos
IDOT/DOH
July 27, 1998
Page 3

Seventh Avenue Creek (SW 1/4 S26, T40N, R8E)

This portion of the alignment involves designated floodway. The MOA may apply.

Seventh Avenue Creek Tributary (SE 1/4 S27, T40N, R8E)

This portion of the alignment involves designated floodway. The MOA may apply.

Illinois Route 56/Oak Street Corridor

Fox River (NE 1/4 S4, T38N, R8E)

An IDNR/OWR permit will be required. The Part 3704 and Part 3708 Rules apply.

Indian Creek (SW 1/4 S36, T39N, R8E)

It is unclear whether the alignment extends to the east into the floodway of Indian Creek. If so, an IDNR/OWR permit will be required. The Part 3700 Rules apply.

East Run Tributary to Blackberry Creek (NW 1/4 S5, T38N, R8E)

An IDNR/OWR permit will be required. The Part 3700 Rules apply.

For your convenience, we are providing copies of the portions of the USGS and regulatory floodway mapping we utilized for the alignments. Accurate alignments should be shown on these maps when application submittals are made. Please note, if application submittals are not made in the near future, the "Designated Floodway List" should be checked to make sure the regulatory floodway mapping is up to date. Also enclosed are copies of the Department's Part 3700, 3704 and 3708 Rules.

If you have any questions or would like to arrange a meeting, please call me at 847/705-4341.

Sincerely,



Peter Pfefferkorn
Permit Engineer
Northeastern Illinois Regulatory Programs Section

PRP:sm

cc: Kane County Community File
Ken Anderson, Kane County Development Department
Village of Carpentersville Building & Zoning
Village of South Elgin Building & Zoning
Village of Wayne Building & Zoning
City of St. Charles Building & Zoning
Village of North Aurora Building & Zoning

APPENDIX A

Part II - Chapter Three

Comments from the General Public with Responses

The comments that follow were submitted either by general public as sent in after the public hearing, left at the public hearing or as transcribed by the stenographers present at one of the four public hearings conducted July 1998. For practical reasons, there was a cut-off date for the receipt of comments. The summaries that follow are not an attempt to capture every comment in detail, nor to reflect upon the frequency of the comment. The attempt was to capture the essence of the comments, without an emphasis on build it anyplace but in my back yard.

This Chapter organizes the comments by the corridor to which they are referred, but are listed without reference to their author, the meeting date at which they were made, or the format in which the comment was submitted. The full text of public comments is reproduced in the back of this appendix.

The first section of this chapter deals with comments where a specific response is appropriate. These comments are presented by comments to the overall project and then by corridor from north to south.

The second section of this chapter, also organized by corridor, is a summary of comments and opinions -- often made on multiple occasions -- without specific issues to address or addressing an issue which was recognized in the DEIS or to which no specific response is required or sufficient. These comments may be either in favor of or opposed to the specific corridor or project in general. The number of occurrences of each of these comments is not reflected in this listing. They are included here to offer a cross-section of public reaction to the project.

Section One – Specific Comments and Responses

Overall Project

COMMENT: The alternatives analysis and consideration of the no-build alternative is inadequate. There is no reason to believe that new development will necessarily occur further west if new bridges area not built.

RESPONSE: As the EIS notes, and as can be observed, development is proceeding at a rapid pace in Kane County, with many of the development planned prior to the initiation of the EIS. As an aside, it was observed that many residents did not even know about the studies and nonetheless moved into newer housing in the area.

COMMENT: There appears to be a very shallow analysis of “no-build” and “congestion management” alternatives. Many of the presumptions of negative impacts under these two alternatives seem illogical and questionable. Also, future trends and technologies may reduce traffic volumes.

RESPONSE: In our evaluation of CMS, including TDR, we coordinated with planning agencies and with the operating transit agencies, and provided information to the Federal Transit Administration (FTA). It was agreed by all that the realities of existing trip dispersal, which were created by the land use and are perpetuated by the on-going type of developments, made any of these approaches unlikely to have a significant impact on reducing single occupancy vehicle travel. Nevertheless, the project is committed to coordinating with the communities and transit agencies to ensure compatibility with any plans that could affect reduce single vehicle occupancy usage.

There is no body of generally accepted data that supports trip reduction from these technologies. In fact with additional business conducted from home by a limited number of individuals, shopping trips or errand trips may increase. Some data suggests a large increase in delivery trucks to support work or shopping from home. We have worked with the designated planning agencies to produce the most acceptable data possible.

Bolz Road Corridor

COMMENT: The DEIS is flawed because it does not consider proposed McHenry County projects.

RESPONSE: The DEIS does recognize that McHenry County is undertaking their own projects to address traffic congestion through Algonquin. Studies initiated by McHenry County to relieve traffic congestion are addressed in Section 1.2.2 of the DEIS. These projects do not reduce the need for the project. In fact, in at least one study, McHenry County is considering the Kane County project as contributing to their solution.

COMMENT: The INHS bird count failed to observe many birds. T&E species are not properly addressed.

RESPONSE: Information provided in the DEIS was gathered for the project from the Illinois Natural History Survey (INHS). This agency was tasked to conduct bird surveys, wetland delineations, threatened and endangered species surveys, and other natural resources surveys. In a series of reports provided by the INHS for the corridor, the INHS does not discount the possible presence of certain species of birds as flyover or foraging. However, their surveys did not indicate the presence of nesting species of herons in the corridor study area. Nesting is a much more key element for habitat assessment than in flyover and foraging.

The FEIS incorporates a statement that a few individuals of Illinois listed threatened and endangered species do forage and fly within the corridor study area. However, specific nesting habitat is not

known to be present, and other suitable foraging areas are located along the Fox River. (See Sections 2.1.9.3 and 2.2.9.2.) Some impacts may occur to the birds' ability to forage in the immediate bridge construction area.

The Illinois Department of Natural Resources in their review of this project noted that there is no threat to threatened and endangered species habitat from this project (February 6, 2001 letter).

COMMENT: Route 31 should be widened to 4 lanes instead.

RESPONSE: Illinois Route 31 does not address the east-west access component of the Purpose and Need statement in the DEIS.

COMMENT: A bridge in the central part of the region would be more beneficial.

RESPONSE: The DEIS has clarified that there are no trade-offs in the advancement of corridors; each corridor is to be evaluated on its own merit.

COMMENT: Changes at the intersection of Routes 31 and 62 should be evaluated first.

RESPONSE: A study conducted by McHenry County recognizes that the intersection improvement would have some benefit to Illinois Route 62. However, the improvement still would not address the Purpose and Need articulated for the Bolz Road Corridor.

CC&P/Stearns Road Corridor

COMMENT: There should be a traffic interchange at Illinois Route 31 and the Stearns Road extension.

RESPONSE: Illinois Route 31 is elevated over the Canadian National -Illinois Central (CNIC) tracks at this location. Elevating the CC&P/Stearns Road extension at Illinois Route 31 would be very expensive and result in an intersection with limited sight distances, and result in a significant increase in residential impacts. The horizontal and vertical alignments of Illinois Route 31 make intersection improvements impractical. The intersection at McLean Boulevard provides access by its connection to Illinois Route 31.

Red Gate Road Corridor

By decision of the Federal Highway Administration (FHWA), this corridor has been dropped from further consideration in the EIS due to impacts which are not mitigatable and are unacceptable. This renders all comments and responses moot. They are presented here without the benefit of further analysis or modifications to the FEIs because they are part of the record of the public involvement process.

COMMENT: Our nursery and the other companies would be very disrupted by the corridor.

RESPONSE: This disruption is recognized in the DEIS, which includes a discussion of land acquisition procedures.

COMMENT: The equestrian easements and trails across the Army Trail Road alignment have not been shown on the exhibits.

RESPONSE: The easements are discussed in the DEIS. It was our belief that including them in the exhibits would not add further understanding to the EIS, just as sidewalks are not shown in the urban areas.

COMMENT: The DEIS is inadequate in areas that would make it vulnerable to a successful court challenge. The most glaring omission is the failure to consider the negative impact on the quality of life in St. Charles and Wayne, with particular regard to high volumes of traffic, noise, and the stimulation of inappropriate development.

RESPONSE: These impacts are recognized in the DEIS. See Section 4.3.1.1 for land use impacts, Section 4.3.4.1 for traffic impacts, and Section 4.3.11 for noise impacts.

COMMENT: The residents of Wayne want to preserve the rural character of the community. The increased traffic brought by the bridge will destroy the beautiful and historically significant community of Wayne.

RESPONSE: The DEIS recognizes the impact of the Red Gate Road Corridor in the Wayne community. See Section 5.6.2 for a discussion of the impacts on historic and public properties in Wayne.

COMMENT: The corridor does not comply with the federally funded 2020 plan.

RESPONSE: The project was fully coordinated with all appropriate agencies involved in federally funded programs, including NIPC and CATS.

COMMENT: The bridge will affect Wayne School located nearby, where young children ride their bikes to and from school.

RESPONSE: The bridge will have no impact on school children traveling north-to-south to the school because they can cross under the elevated roadway at this location. Children traveling in the east-west direction to and from the school will continue to contend with crossing Illinois Route 25, which has historically been a problem.

COMMENT: A series of smaller bridges from one side of the river to the other, rather than connecting Illinois Route 25 to Route 31, would be preferable.

RESPONSE: The Purpose and Need for this project requires route continuity beyond Illinois Route 25 and Illinois Route 31 to enhance the roadway network. Kane County and the City of St. Charles are free to pursue other bridges outside of the EIS that serve a more local need.

COMMENT: The bridge will have a devastating effect on the existing horse breeding facility.

RESPONSE: Lamplight Stables is not located along the proposed corridor alignment.

COMMENT: The bridge would block Pearson.

RESPONSE: Direct access to Pearson Drive to Illinois Route 25 will be eliminated, alleviating a sub-standard intersection. Access to Pearson Drive from the alignment, however, will be maintained.

COMMENT: Public transit should be enhanced instead.

RESPONSE: Travel Demand Reduction (TDR) and Operational Management Strategies (OMS) are discussed in Sections 3.1.2.1 and 3.1.2.2 of the DEIS, respectively. These strategies do not satisfy the Purpose and Need stated in the DEIS and given the existing land use are not likely to produce much benefit, but will be coordinated with the project.

COMMENT: Red Gate Road has a higher frequency of atmospheric air inversions that hold down exhaust emissions.

RESPONSE: The Draft Environmental Impact Statement (DEIS) addressed air quality analysis for the proposed five river bridge crossings, including the Red Gate alignment. Inversions are well known and frequent in Illinois and we account for them in our analysis. Although inversions occur throughout Illinois, we do not know whether the Red Gate alignment has a higher frequency of inversions than other parts of the state.

To account for poor mixing, the inputs used for our air quality analysis were set for worst-case conditions (atmospheric stability and low wind speeds), following the protocol recommended by the U.S. Environmental Protection Agency. Our air quality modeling analysis showed the National Ambient Air Quality Standard (NAAQS) for carbon monoxide will not be exceeded.

C&NW/Dean Street Corridor

This corridor has been dropped from further consideration in the EIS due to impacts which are not mitigatable and are unacceptable. This renders all comments and responses moot. They are presented here without the benefit of further analysis or modifications to the FEIs because they are part of the record of the public involvement process.

COMMENT: St. Charles needs relief from traffic. The proposal does not alleviate the traffic problem created by the influx of residential housing in Campton Township. The bridge will not relieve traffic on Route 64.

RESPONSE: The corridor would function to relieve traffic through downtown St. Charles where it is parallel to Illinois Route 64. By the time the corridor connects to existing Illinois Route 64 at the east, traffic will still be restricted.

COMMENT: The bridge should connect with Routes 25 and 31.

RESPONSE: The projected grades of the proposed road and its proximity to the railroad do not allow intersection development at this location. Also, with the short distance between the terminations of the new road and Illinois Route 31 and Illinois Route 25, Illinois Route 64 can be used for access.

Illinois Route 56/Oak Street Corridor

COMMENT: The bridge is necessary, but less right-of-way should be taken.

RESPONSE: The right-of-way projected to be required is that which is necessary to build the proposed road.

COMMENT: Sullivan Road would be a better route.

RESPONSE: Developing Sullivan Road as an alternate corridor would not satisfy the continuity required by the Purpose and Need stated for the project. Sullivan Road is being promoted by the City of Aurora as a local access road.

Section Two – Non-Specific Comments

Bolz Road Corridor

- There is a need for additional crossing(s) of the Fox River to handle the growing traffic.
- The corridor makes economic sense for the surrounding areas.
- The bridge will carry the most traffic.
- The corridor appears to have the least impact of all corridors presented.
- The bridge will benefit the entire area.
- The bridge will improve our quality of life.
- Build the bridge at another location (“not in my backyard”). There are better options in other locations.
- Existing bridges in other locations should be widened or improved instead.
- The bridge will generate too much noise, air pollution, and traffic.
- The bridge will ruin the small-town charm of Algonquin.
- The bridge will be a tax burden.
- The bridge will affect the safety of our community.
- The bridge will affect wetlands and parks.
- The bridge will contribute to overdevelopment.
- The bridge will come too close to the Woodland Elementary School and go through Hickory Hill Park near the school.
- The proposed roadway will take my house.
- The bridge will decrease the value of my property.
- The bridge will destroy the peace and quiet that we moved her to enjoy.
- We do not want to see more development in our community.
- The bridge will destroy the environment (or open space).
- The bridge violates the county’s 2020 land use plan.
- The bridge is being built to solve McHenry County’s problems.
- The bridge will affect several endangered species.
- The local residents voted against the bridge.
- The consultants should study alternatives.
- The DEIS is flawed and incomplete.

CC&P/Stearns Road Corridor

- The bridge is a regional solution, and will serve as a strategic regional arterial.
- The bridge is centrally located in the region, mid-way between existing Elgin and St. Charles bridges.
- It is the least expensive option.
- The bridge results in the fewest residential displacements.
- The bridge results in the fewest impacts to wetlands.
- The bridge will provide a connection to the Elgin-O’Hare Expressway.
- The bridge will provide necessary traffic reduction in St. Charles.

- The corridor is already an arterial truck route.
- The municipalities of Elgin, St. Charles, and Wayne are in favor of the bridge.
- The bridge is vital to the economic growth of the Elgin area.
- The bridge is in accordance with the county plan.
- This is the most expensive option.
- The corridor cuts through two wetlands and significant forest preserve.

Red Gate Road Corridor

- The Red Gate crossing is in our comprehensive plan and has been on the table for a long time. Six years ago we built a bridge in St. Charles with the understanding that the County would then build a bridge north of the city, the Red Gate crossing. A direct bridge from Red Gate Road to Army Trail Road is critically needed. Army Trail Road has been a county road for a long time. It is a natural connection to the east and a major arterial through DuPage County.
- The corridor has numerous unacceptable impacts on forest preserves, historic properties, and existing homes. It clearly must be rejected.
- The bridge is the most direct route and will alleviate most of the traffic problems.
- The bridge is the least destructive of the corridors.
- The corridor requires the least displacement of homes and individual property, and has a negative impact on the fewest number of people.
- The corridor makes the most economic sense.
- The bridge is the cheapest of the five corridors and has the fewest negative impacts.
- The corridor is faithful to the original intent of the purchase of property on Red Gate Road to build a bridge there.
- The bridge will alleviate traffic congestion on Route 64 in St. Charles.
- The bridge provides balance in the overall planning of the corridor.
- The bridge is a long-overdue necessity.
- The bridge makes sense as a regional solution.
- The bridge accounts for anticipated growth in the area.
- The bridge will serve more families than it impacts.
- The bridge is located halfway between Elgin and St. Charles.
- The bridge is part of the St. Charles comprehensive plan.
- The bridge will benefit bus traffic.
- The corridor will depreciate the value of homes in the Wayne area.
- The corridor does not result in the efficient distribution of traffic.
- The bridge will only benefit people who do not live in the area. Local traffic will not be improved.
- The bridge will bring dangerous increases in traffic speed.
- The corridor will be dangerous for horse riders.
- Building the bridge will result in the loss of animal habitat in the area.
- The bridge will result in increased traffic on Army Trail Road.
- The bridge will destroy the peace of the northwest corridor in St. Charles.

- The increased traffic brought on by the bridge would cause bigger traffic back-ups in our community.
- The corridor will displace businesses and residential properties including historic properties.
- The bridge would cost the least but have the most negative impact.
- The bridge is not a solution for regional traffic problems.
- The two-lane road is not an efficient use of land.
- The bridge will result in the taking of valuable public open space.
- The bridge will have negative impacts on the forest preserve.
- There should be a bridge between St. Charles and South Elgin instead.
- The bridge will have a devastating environmental impact. The corridor would contribute to air and noise pollution.
- The school referendum stated that the school was being built for residents west of the river, so (providing a connection to the east) shouldn't be an issue.
- The previous studies (of this corridor) all say that Red Gate is not going to help the downtown (St. Charles).

C&NW/Dean Street Corridor

- The bridge will provide a convenient bypass for St. Charles.
- It will allow 20 to 30 percent of the commercial traffic on Illinois Route 64 to get to the west side of the river.
- The bridge is the cheapest, shortest, has the least environmental impact, and would relieve the traffic on Illinois Route 64.
- The use is contrary to the intent of the Historic Preservation Ordinance of St. Charles. The bridge crossing will disrupt the architectural flow of the neighborhood, threaten some historic structures, diminish the historic yard size, and increase the noise level.
- The bridge will displace homes and disrupt the community.
- The bridge will adversely affect businesses in St. Charles.

Route 56/Oak Street Corridor

- The bridge has been needed for many years.
- Alleviation of traffic density is needed.
- The bridge is required to meet future needs.
- A pedestrian overpass should be included in the project.
- We are in favor but concerned about safety.
- The bridge is a good use of tax dollars.
- The bridge will divide the community of Aurora in order to improve traffic flow.
- The bridge will increase traffic on Oak Street.
- There is no pedestrian throughway. There is no stoplight to control traffic. The bridge will impact the safety of pedestrians crossing Oak St., particularly school children.
- The bridge will increase air and noise pollution.
- The bridge will impact community cohesion.

- The bridge will result in a decline in property values.
- The bridge should not be 4 lanes.
- There is too much traffic in the area already.
- The bridge will result in a loss of parking.
- Avoiding impact to wildlife should not come at the expense of people.
- Residents should not have to suffer for the convenience of truckers.
- Truck traffic on Fabyan needs relief, but not at the expense of residential areas.
- The proximity of the travel lanes to homes is a concern, and will increase the difficulty of driveway access.
- The bridge is too close to the Holmstad retirement community.
- The corridor is unnecessary in view of other recent transportation developments.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

CHRIS A PETRI
34W 201 ARMY TRAIL RD
ST. CHARLES (WAYNE) IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

NO 4 LANE ARMY TRAIL RD.
THE SERIOUS DAMAGE TO
THE RURAL COMMUNITY THE
WAYNE RESIDENTS SHOULD
BE MAINTAINED AS A TRUNK
OF ~~THE~~ RURALITY.
THE RESIDENTS BY THEIR

(Tape or Staple Here)

TAXATION PAY FOR THE
BEAUTY AND HARMONY
WITH RURALITY.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

EWA PODER
34W 201 ARMY TRAIL RD
ST. CHARLES IL 60174
(WAYNE)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

WAYNE SHOULD BE KEPT AS A
RURAL COMMUNITY AS ITS
CITIZENS CHOSE FOR IT
TO BE.
THEIR PROPERTIES SHOULD NOT
BE SUBDIVIDED TO PURPOSEFULLY
ACCOMODATE THE TRAFFIC

(Tape or Staple Here)

AND THE LEVEL OF
TRAVEL WHO WILL FIND
TRAVEL TO BE OF EASE
THE PEOPLE PAY FOR THE
RIGHT OF LARGE PROPERTIES
HEAVY TAXES.
IF 4 LANE HIGHWAYS ARE
ENFORCED THE PROPERTIES
SHOULD BE ALLOWED TO BE SUBDIVIDED

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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3

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Debbie Sall
34 W 854 N. James Dr
St Charles, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I agree with the need for more bridges. As a resident of Valley View I am familiar with the need for a more direct access to the Fox River. The proposed bridge for the southern alignment seems to be less intrusive to surrounding areas and also makes Waveling Middle School more easily accessible to those students living across the river. For this reason it would

It is important that this bridge have a bridge
has

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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4

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Jennifer Brock, SAH #11
6106 Hillside Drive
St Charles IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

St. Charles use to be a home for All people, now because of all the Building and Thoughtless planning it (St Charles) has lost the "People" Old, Poor, middle class, and 1st time home owners are the ones who will come in last when you take these homes, where do you think they will live? Not St. Charles, Not Home? they will be

unable to pay the price to live in their own home for all what about them? what would "you" say to them face to face? Shame..

Return Address:

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Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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5

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ED HULL
32450 Army Trail Rd
Lombard, IL 60148

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I gave comments to County Reporter
- Vehemently opposed to Red Gate
Road I-55 - Particularly Army Trail Rd
connection - For following reasons
1) Will destroy whole communities
which have been there for 150-200 yrs @ Destroying
trees & lives in process 2) Destruction not just

Limited to X Number of lanes - whole commu-
ties will be destroyed; 3) Illegal alignment
because inconsistent with Federally Funded
Kane Co 2020 transportation plan 4) Will destroy
trees 5) Will not solve problem of traffic
& truck congestion 6) CCP Stearos will solve
those problems - will be consistent with Dease
Co. 7) Bennett plans to 4 lane Stearos -
Do the Right thing for your citizens - No Bridge
at Red Gate - Fold Here 1 -

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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6

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Helen Schneid
6006 Hillside Dr
St Charles, IL
60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I would like to meet the individuals
thruout this up and beat the crud out of
him. The Redgate corridor are the least
intelligent of all. I'd cut through
the Forest Preserve off of 2nd you lose
valuable animal habitat and if you cut around
the river and noise will be affected

in many animals I have seen
Red tail hawks many times in my 15
years, but only because of the relative
tranquility of this area. DOW RIVER
WATII

Thank,
Kane Schneid

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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7

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

SOZANNE LICARELLI
60 N 011 RIVERSIDE DR
ST CHARLES IL

Which hearing did you attend?

X July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and making them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THE RED GATE ALIGNMENTS ARE RIDICULOUS.
THE AREA IS BEAUTIFUL, QUIET AND A GREAT
PLACE TO RAISE A FAMILY. DO NOT DESTROY
WHAT LITTLE BEAUTY WE HAVE LEFT IN
THIS AREA!!

UTILIZE THE EXISTING RAILWAYS IF NEED BE

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Return Address: Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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8

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Raymond S. Korsch
4 N 349 Woodland Trails
Wayne Ill 60184

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and making them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

MY WIFE AND I MOVED TO WAYNE
4 YRS AGO TO LIVE IN THIS WONDERFUL
TOWN. THIS TOWN IS A
HISTORICAL COMMUNITY AND THE PEOPLE
THAT LIVE HERE KEEP IT UP AND
PRESERVE THE HISTORICAL VALUE OF
THIS COMMUNITY. I FEEL THAT THE

RED GATE CORRIDOR WILL THREATEN
AND DESTROY THIS HISTORICAL
VALUE OF THIS COMMUNITY. THIS
IS WHY I AM OPPOSED TO THIS
BRIDGE. WE NEED TO PRESERVE
OUR HISTORICAL PAST NOT DESTROY
IT.

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Return Address: Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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9

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

B. Sitarst
41859 Woodland Trail Ct
Wayne IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I do not believe that destroying the town site anyone
would be the wise thing to do. We have cement roads
everywhere. When will people wake up to the
fact of progress is not always what it seems.
How many small towns do we have left?
There will be no more schools than big towns
I don't think this is what most Americans want?
We are looking for a place to raise our children.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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10

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Marcia Swartz
35 W 550 Hillcrest
St. Charles

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I suppose any crossing in the Redgate
corridor because it is more expensive
than the other options. It disrupts the
most families. Is the least practical
and destroys another of nature's treasure.

(Tape or Staple Here)

11

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Richard Christerson
5N953 Rt. 31
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We feel that a bridge is not the most logical in the Stearns Pt. Crossing. It is longer than Redgate, it puts a fence similar to does no further damage to the beauty of the area. We primarily think that a Rt. 64 Bypass in St. Charles is necessary.

Blank lines for return address.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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12

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

FRANCES MOELS
5D 953 Rt 31
ST CHARLES IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

IT WOULD MAKE ALOT MORE SENCE TO
GIVE STEARNS ALOT CHEAPER

Blank lines for return address.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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13

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

GARTH CHRODERSON
5W 952 K631
ST CHARLES IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I do not want a bridge crossing and the
Red Gate Crossing - it is a road of massive
impact to the most families and would
not be an option on either side
of the River crossing

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Return Address: Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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14

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DON TICE
35 W 330 MAPLE LN
ST CHARLES 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

CCP/STEANS transportation

(S) bridges Study

Your comments (can be continued on back of form):

STEANS ROAD THE BEST, LESS IMPACT
ON RESIDENTS. BEST ROUTE

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Return Address: Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

15

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Richard Christenson
60417 FOREST AVE
ST. CHARLES, IL 60174

Fold Here 1

Return Address:

Postage
Required

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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Your comments (can be continued on back of form):

I FEEL THAT A BRIDGE IF NECESSARY SHOULD
BE PUT AT TARDEN RD I WOULD HAVE
THE SMALLEST IMPACT ON RESIDENTIAL AREAS
AND WOULDN'T SO QUOTE MY WIFE!

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

16

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Christie Christenson
60419 FOREST AVE
ST. CHARLES, IL 60174

I worried about for my home as well
many other people and I think
what destroying people homes is wrong

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Return Address:

Postage
Required

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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Your comments (can be continued on back of form):

I feel that this bridge would decline the
community. The Red Oak bridge would basically
cut through my house and bring unnecessary
traffic into my neighborhood. I think if there
has to be a bridge, it should be at Stearns
road. It causes the least amount of problems
and appears to save a lot of people's homes

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

SCOTT SWARTZ
35 W 550 HILL CREST AVE
ST CHARLES, ILL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

ALL RED GATE CROSSINGS WILL DISPLACE
TO MANY HOMES THE C.O.P./STRAINS
ROAD WOULD HAVE LESS IMPACT
AND HELP OUT WITH THE CURRENT
TRAFFIC PROBLEMS.

(Tape or Staple Here)

Return Address: _____
Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

KATHERINE BERNA
32 W 569 OAK LAWN FARM ROAD
WAYNE, IL 60184
P.O. BOX 112

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

I oppose any of the Red Gate Alignments A, B or C & (particularly C). Several reasons for my opposition are:
1) The proposed road on the road would be dangerous near the Dudley School - like what happened near the new Brentwood High School - a fatality the first day.
2) The general area covered by the roads don't show business - activities above houses off the road is required (it would become just a road to get to →

across the river which would lead to further accidents - more accidents).
3) The first proposed lanes, bridge, etc are Kane County (Kane County) that have not covered by lots of lanes in the area - I think it will cause a dangerous threat to the kids, kids, houses, etc. will be, etc.
4) The material you speak in the election along River - I will make sure it be selected for option C - because - necessary if other options are chosen

Return Address:

5) My neighbors - I along with those people on the other side of the river school to live on the river knowing they would have to drive some distance to cross the river. I don't see why we should build a bridge in a location that is not wanted by anyone in the area only those who choose to drive through the area. No one is trying to reach out a business in the A, B or C alignment area.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Fold Here 2

Please select another option for the bridge - like the C.W. / Don Street one.
Thank you for your efforts to help the affected areas and select great detail. It helps make the difficult situation easier to understand.

(Tape or Staple Here)

Return Address: _____
Postage Required

19

Village of Wayne
2500 Redwood Street, Box 422
Wayne, IL 60184

Village Hall
Hours: Monday through Friday
8AM to 4PM
(630)294-3894
FAX (630)294-4229

Building & Zoning Department
Hours: Monday through Friday
8AM to 2 PM
(630)294-7768
FAX (630)294-4229

July 14, 1998

To Whom It May Concern:

We have recently submitted a comprehensive architectural and historical record to the State of Illinois Historical Preservation Agency. Funds for this project were jointly provided by the Village of Wayne and the Illinois Historic Preservation Agency.

The aim of this submission is to create and preserve an historic corridor that encompasses the entire Village of Wayne and most importantly, Historic Wayne Road, also known as Army Trail Road.

We strongly give our support to all parties opposing a bridge at any of the Red Gate sites and any plan that would change the character of the Village as we know it today.

Submitted by:
The Wayne Historic Sites Commission

50

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Robert Reum
Box 513
Wayne IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41 W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

Red Gate alternative is not acceptable because:
too costly
disruption of historic district
negative impact on a town (Village of Wayne)

Fold Here 1

Return Address: Postage
Required

Kane County Division of Transportation
41 W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Fold Here 2

21

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sherry M. Reum
Box 51B
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to the Red Gate crossing at Army Trail because:
1) it is the most expensive alternative
2) it would necessitate the destruction of the most houses.
3) it necessitates the use of forest preserve lands
4) it would significantly alter

(Tape or Staple Here)

historical districts. If you have ever read the history of the Fox Valley you would realize the historical significance of Army Trail and Dunham. Today the area provides significant recreational activities whether biking, horse-back riding or walking against a background rich in history. Given the open spaces available, the general area provides a chance to positively reduce the destruction of our atmospheres.

Return Address:
Box 51B
Wayne, IL 60184

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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22

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

David O. Aldrich
221 Classe Circle
St. Charles, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

After years of growth west of St. Charles with no additional E-W traffic routes we have a mess. Multiple bridges between St. Charles and South Oka are long overdes. Change always brings tension but delay will only worsen matters. Please press forward as fast as possible with the stream to be dammed and Army Trail to Red Gate corridors. An in town bridge from Country Club to Grace would also be helpful.

(Tape or Staple Here)

The emotional response of the hundreds of people who think they will be adversely impacted is far outweighed by the future needs of tens of thousands in the area. Please proceed with vigor.

Sincerely,
Dave Aldrich

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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23

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Lucy J. Tomlin
3610 927 Red Gate Rd
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Touch on it my concern,
I AM OPPOSED TO A BRIDGE AT RED GATE.
KANE COUNTY HAS A FINE REPUTATION FOR A PURE ATMOSPHERE
BY DESTROYING THE RED GATE AREA, INCLUDING THE FOREST PRESERVES,
HISTORICAL HOMES, HORSE FARMS AND AREAS SUCH AS WAYNE
KANE COUNTY WILL DESTROY ITS CHARACTER. WE THE CITIZENS
OF KANE COUNTY WANT TO PRESERVE OUR OPEN SPACES

WE WANT TO PRESERVE OUR RIVER FRONT FROM
ANY MORE DEVELOPMENT. KANE COUNTY SHOULD NOT
DESTROY RIVER BLUFFS THAT WERE FORMED BY
YEARS OF GEOLOGICAL PROGRESSION IN ORDER TO SAVE
FIVE MINUTES EXTRA SPENT IN TRAFFIC. PLEASE SAVE
OUR PARKS, OUR OPEN SPACES OUR CHARACTER BY
NOT BUILDING A BRIDGE AT RED GATE.

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

(Type or Staple Here)

22

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

William N. Tomlin
36 W 927 Red Gate Rd
St. Charles IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I AM OPPOSED TO PLACING A BRIDGE AT
RED GATE. THE ARMY TRAIL/ REDGATE PATH IS
A RELATIVELY UNDEVELOPED AREA. I THINK
ITS NICE TO HAVE QUAINT DRIVES HENRY FORD
SENT TO A LOT OF EFFORT TO CREATE GREENFIELD
VILLAGE, WAYNE HAS SOME OF THAT QUAINTESS
AND ALL WE HAVE TO DO IS PRESERVE IT ADDITIONALLY

THE FOREST PRESERVE HAS HAD THE
PERSISTENT TO SET ASIDE RIVER FRONT LAND
AT RED GATE AND ALL WE HAVE TO DO IS
ENJOY IT. LET'S NOT BE SHORT SIGHTED AND
MARE ITS PEARCEFULNESS. ~~WE CAN~~ URBAN STRAWL
IS NOT INEVITABLE, WE CAN CHOOSE WHERE AND
WHEN WE ALLOW IT. THE RED GATE / ARMY TRAIL
CORRIDOR REPRESENTS THE TYPE OF ENVIRONMENT MANY
PEOPLE APPRECIATE WHEN THEY CHOOSE TO SET A DOWN IN
KANE CO., LET'S NOT BEGIN SAWING OFF THE BRANCH WE'RE SITTING ON

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Type or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

GARY P. LAHEY
3300 W. STATE ST. MARK LN
WAYNE, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

AS A TAX PAYER I WOULD PREFER THE
LOCATION THAT WOULD "A" COST THE
LEAST AND "B" ACCOMMODATE A ST. MARCEL
BY-PASS CLEARLY THE "DEAD STREET
CORRIDOR" ACCOMPLISHES BOTH "A" AND "B"

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

BARBARA A. JOHNSON
64177 Cedar Ct
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

If the houses have to go but the Park
district area can't be touched. Stop and
think about it. Build the bridge over the
Cedar street the house stays. I don't want
all these residents - people - being thrown
away. The new bridge. I don't want
I will read. With all the money we have

Spent on the location we could have had a
2 or 3 bridges built for 2000.
No to the flats
See Wayne to accept what is rightfully
all of our right is to build the old bridge
And on the roads we drive on or live on

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PHILIP C. HEITZ
7W-416 Rt 31
St Charles Township, IL 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them to later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

The Red Gate Road To Army Train Is Now And Always Has Been
THE LEAST DISTURBATIVE, LEAST DISRUPTIVE ^{AND LEAST EXPENSIVE} ROUTE TO A
BRIDGE IN SOUTH KANE COUNTY. IT IS JUST AN
OBVIOUS TRAIL WAYAS HAS BEEN THE BRIDGE DECISION MADE
AND IT WILL NEVER HAPPEN SO ALL THE REST OF THE
REGION MUST SPEND FOR MORE MONEY FOR FOR LESS
DESIRABLE RESULTS AND THE EQUIPMENT AND QUALITY

(Tape or Staple Here)

OF LIFE WILL BE SIGNIFICANTLY IMPROVED & COST WILL
BE HIGHER FOR ALL
I HIGHLY DOUBT THERE IS ANYONE IN ANY OF KANE
COUNTY WITH POLITICAL POWER WHO IS WILY TO TAKE THE
TRUTH ABOUT THIS MATTER. NO CORRUPTED EIGHT HERE

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

24

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Bob Fisher - Village Trustee
Village of South Elgin
10 N. Water St
So Elgin, IL 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them to later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

In light of the ability to relocate and engaged species
I strongly endorse the CCA Road Bridge Road corridor
Region for the next bridge. This will provide relief
from beautiful the previous meeting on the current So Elgin
Bridge, allow for the current and anticipated growth
and enhance the maintainability of Randall Road

(Tape or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

24

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sylvia Hemmann
601 105 Weber Dr
St. Charles, IL 60174-6789

Which hearing did you attend?

X July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I noticed each company that prepared the displays didn't all show the same information. Example on the Dean St / Rt 64 bridge alignment showed homes or business that the approach or bridge would directly affect - whereas on the "Red Gate" display - didn't show the many 29 homes directly affected. It appears that all bridges are not of equal footprint. The Dean St / Rt 64 shows only 2 large 3 1/2 acre structures + Red Gate shows 4 large expressways.

I live in the Red Gate center which is the largest tract of land along the 27th express St. I believe it would be a good idea to have a large bridge over the river as we know it now. I believe a bridge is needed to by pass downtown + Chelley with their traffic - keep the flow moving. It would carry the heaviest traffic - for a large range traffic mover I believe the steel approach is the most direct and supports future passage. Already there is a railroad and power line corridor why create a division of the community and beauty of the area that the "Red Gate" bridge approach would take. It is not compatible with the cleared tree canopy and a bike path noted for its scenic path and a forest preserve.

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

24

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Eugene E. Hemmann
61105 Weber Dr.
St. Charles, IL 60174

Which hearing did you attend?

X July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I would ask that you pay special attention to these concerns as you determine the center line for any bridges through the "Red Gate Corridor" versus the C.C. + P / Stearns Rd Corridor:
1. Is it really necessary to cut a new non-existent corridor through a natural and residential area when one already exists along a rail road in the Stearns Rd / C.C. + P Corridor? Already a major electrical line runs adjacent to the
2. Although a few protected wetlands are across the railroad to would not a rock quarry be more compatible to track traffic along Stearns Rd than past the West Side High School and the eastside residential communities in the Red Gate Corridor?
3. What is truly the most useful high volume route to connect with the Elgin to Elmhurst Tollway? I believe it will be the Stearns Rd / C.C. + P Route. The Red Gate Route will bring more traffic back to Route 64 in St. Charles, in my opinion.

exists along a rail road in the Stearns Rd / C.C. + P Corridor? Already a major electrical line runs adjacent to the
2. Although a few protected wetlands are across the railroad to would not a rock quarry be more compatible to track traffic along Stearns Rd than past the West Side High School and the eastside residential communities in the Red Gate Corridor?
3. What is truly the most useful high volume route to connect with the Elgin to Elmhurst Tollway? I believe it will be the Stearns Rd / C.C. + P Route. The Red Gate Route will bring more traffic back to Route 64 in St. Charles, in my opinion.

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Joe Pazzich
703 REDDUS CT.
ST. CHARLES, ILL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I recommend either the Red Gate or ^{SCP-5} ~~Red~~ -Tormal RD
BRIDGE SITES ON A RIVER CROSSING FOR THE FOLLOWING REASONS
1. BRIDGE CROSSING NORTH OF 6th AND DEAN STREET
BECAUSE SITE IS NEARER
2. BOTH SITES HAVE LESS HOME FRONT DISPLACEMENT
3. IN HOME AND NEIGHBORHOODS WOULD BE IMPACTED BY DEAN ST. SITE

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

52

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

LINDA JONES (CIVIL ENGINEER)
35 WINDY PEARSON LN
ST CHARLES IL 60174
(UNITS)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

RE: ALIGNMENT "C" REDGATE RD/ ALTH RD
1. THE PRO. CON. SHOW - WOULD THERE ALSO BE ADDITIONAL EXERCISES -
TAKEN FOR CONSTRUCTION PURPOSES? ARE ANY AGENS TO BE INVOLVED
BEING SHOWN ON THESE EXHIBITS?
2. IS A BRIDGE NECESSARY AT THIS LOCATION? WHAT ARE THE
REASONS OF THE NUMBERS OF TRAFFIC TO PASS THROUGH THIS AREA?
IS THE REAL PROBLEM LOCATED IN ST CHARLES?
3. ARE THE NEARBY BLDG. MOST ALL SHOWN IN THE EXHIBIT -

- I do not think a bridge would provide the only for our
area. There is nothing good or used of the Fox River along this
alignment of such great importance - Existing (or Proposed?)
+ Accessibility to homeowners?

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Bryan Johns
35 W 396 Perryman Lane
ST CHARLES (WATNE)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

If you do not take my home in the current design but put a bridge over my house will it be compensated?
MP view is with a lot to me.
How am I going to get to 25 (bridge blocks person)

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

41

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Leo Dene
511297 BLUFF DR
ST CHARLES IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The only logical choice is the
UP bypass
The C&P is a good 2nd choice
The Real Estate sales are absolutely
stupid - make no sense.

3

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

THOMAS FAVALA
51292 FOX BLUFF DR.
ST. CHARLES, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I want to express my support for the southerly alignment of the Red Gate Corridor - a logical extension of Hwy 100 and Road West to Kendall/Delaware. The "B" segment of the southerly alignment is my second choice (if I could choose!) as it would appear to have a ~~smaller~~ less impact on individual properties.

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Debra & Skye Phillips
35074 Army Trail
PO Box 1157
Wayne IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am vehemently opposed to the Red Gate Corridor. Not only would our home be destroyed but the rural tradition & the historic village - which is our "representative" Open & Ides Creek, that here to hear us. We support the Skewis Red Corridor.

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

BARBARA PARZYCH

703 REDDEN CT

ST. CHARLES IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

ST. CHARLES' RESIDENTS WILL BE EVEN MORE ADVERSELY affected by putting in the bridge at same ST. CHARLES' location because the this town Freedom Walk along side of City Hall in the police dept. Druggist that will be carried on this proposed road bridge will not stop in St. Charles but will cause more pollution and highness of fence,

houses to ruin the environment.

Any bridge that is put in should go north of St. Charles and connect to Rt. 59, no more what the cost -

Also maintain the road + bridge we have now before spending more to put in many more roads etc.

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Deb Schmalholz

5114 Maple Lane

St. Charles, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I believe there was a SERIOUS misrepresentation of information re: the Red Gate Bridge alignments. I walked into the exhibit, I viewed maps, drawings, and computer-enhanced photographs that gave verbal and visual information about the Sparks and St. Charles alignments. HOWEVER -

The Red Gate exhibit, which proposes three alignments, had but one visualization aid, which was a color drawing of a bridge over a river with quite an idyllic, laid-back setting - trees, houses, farm house and more trees. When I asked Steve Moulton (CMT rep) where the computer-enhanced photos of the three alignments were, he replied that this drawing was his best representation of a generic valley bridge. I expressed my concern that people would "read" that picture which was labeled "Red Gate Road Crossing Alignment C" and not "Genie Bridge".

as an accurate representation of Red Gate Road. He agreed that people might get that impression but all the descriptors were in the written reports.

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

My concern again is that people will make decisions based on misleading information and my main concern folded into this is NO Red Gate Bridge - any alignment. It is too much of an impact on schools, roads, the environment, and more than 25 homes (not houses).

Thank you for Considering This.

(Tape or Staple Here)

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Bill SHEEHAN
5 N 300 MOUW RD
WYANKE, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I FAVOR THE C&D/STORMS OPTION BECAUSE OF ITS EFFECTIVENESS AS A REGIONAL TRAFFIC SOLUTION AND BECAUSE IT IS RELATIVELY LESS DISRUPTIVE TO RESIDENTS AND OTHER DEVELOPMENTS. I STRONGLY OPPOSE ANY OF THE ALTERNATE OPTIONS BECAUSE OF THEIR POTENTIALLY DISRUPTIVE IMPACT ON MY COMMUNITY, ITS HISTORIC STRUCTURES AND ITS RUSTIC ROAD APPEARANCE.

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Rick Zirk
Village President
Village of South Elgin
10 N. Lincoln St
South Elgin, IL 60120

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

As Village President I would like to RE-STATE SOUTH ELGIN SUPPORT OF THE STORMS ROAD UPR GRADING. WE BELIEVE THIS GRADING BEST SERVES THE VILLAGE AS A LINK AND IS THE BEST BETWEEN SOUTH TO THE COUNTY'S TRAVEL CORRIDOR AND BEST/WEST CORRIDOR BEFORE OTHER THAN STORMS CORRIDOR. RE GRADING NORTH/SOUTH ROADWAYS OF I-57 & I-55. TO THAT END I

Blank lines for return address.

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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Individually by the - South Elgin Village Board of Trustees

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41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dan R. Franklin
64063 Hillside Dr
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

There was no discussion on the impact of home values of the houses that are not assumed. A house that is currently in a rural area may soon be adjacent to a 4 lane bridge. This will obviously devalue the current property. What (if any) plans are there for restitution of devalued property. A house could potentially have a mortgage for more than the retained value, making it

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impossible for a home owner to sell if they wanted to get away from the new bridge.
2) Has there been any study on the possible noise levels due to traffic on the new bridges that may affect people who have lived in a quiet neighborhood?

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Steve Kessner
87 Weston Ave
St. Elgin, IL 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The CCIP / Stearns Rd bridge will serve as an asset to the Village of South Elgin. Traffic flow (east + west) is a significant issue on this bridge. The growth to the center western region is very aggressive. This bridge will help transfer the commercial growth

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disasterly needed for St. Elgin.
Growth patterns change to different but more times necessary.
No one wants a bridge in their front yard but this is a good, centrally located area

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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13

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

bridge than cost and red tape. Many
people have a history here. Don't destroy
history for convenience.

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sharlene Thomas
351WS27 Hillcrest Ave.
St Charles, IL 60174

Which hearing did you attend?

X July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

To considered building a bridge along the Red Gate road to Army Trail will not only destroy many numerous homes, but destroy the quiet country atmosphere our home is surrounded by. Our neighbor is 77 year old and he was born in the house that sits beside them. To watch the way the land has grown around him must be heart breaking. There is more to building a

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I do not want a bridge in my back yard beside there is a great park and if you build one there it will ruin my men after you

redgate bridge

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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46

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PAUL DAYTON
32 W 057th ARMY TRAIL
(P.O. BOX 352)
WAYNE, ILLINOIS
60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

LOOKING AT THE PROBLEMS, CONSIDERING THE NEED
TO AVOID TRAFFIC IN THE AREA, AND BUILD
UNDER BRIDGE TO THE BRIDGE. NATURAL & OPEN
SPACE I SUPPORT THE CLIP/STRAIGHT OPTION.
I DO NOT SUPPORT A ROAD OPTION. I
WOULD NOT BE OFFERED TO BUILDING NO BRIDGE
BETWEEN SOUTHGATE & ST. CHARLES
(OVER)

THE CLIP OPTION WOULD BE A CONVICTION WITH
THE ROAD/BRIDGE OPTION/WAY (ROAD) A (CLIP) (W/CLIP)
A NO BUILD OPTION WOULD BE THE BEST
AND I WOULD NOT WANT TO BUILD
I CAN NOT STOP STOPPING THE ROAD AT
BUILDING BRIDGE. FOR REASONABLE GUIDANCE
AT THE CLIP/STRAIGHT OPTION - WILL THE CLIP
SITUATION LEADING TO EXPANSION OF BOTH BRIDGE
B W/CLIP, DAMAGING HISTORICAL AREA, OPEN
LAND, & W/CLIP?
Paul Dayton

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Valerie Cleveland
40177 Cleveland Ct
St. Charles, Illinois 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

As Bat Roads are outside?
Army road is up so perfect
when would you make just turn
when you could go straight across
this would have to be cheaper, that
first turn of how much money
will it take for the rest of the

areas to come up with in order
to buy us out of the path of disuse
I see Wayne has done it. How much
does it cost and wet lands and forest
disrupts. How many animals, ducks, grass
what about people? How much land
has taken from the animals to build
St. C. where did those animals go? For what
people good idea, where do they afford to

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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41

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

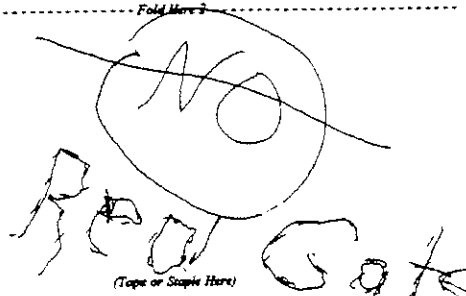
Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

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EPK Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Trudy Schober
32W657 Army Trail
Mayme, IL 60184

Which hearing did you attend?

July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Since a bridge apparently needs to be built, it seems to me that the best corridor would be one that leads somewhere with the least impact on historical buildings that cannot be duplicated as well as other existing homes. The CCAP should

Road corridor connects the Elgin-Oran to Randal points west. It is an aspect of an impact on the truly unique historical villages of Elgin and Randal. It is a historical asset of the region. I think all versions of the Red Gate Road corridor should ~~not~~ be eliminated.

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Melissa Casside, Resident Home Center
52 W 370 Army Trail Rd.
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am vehemently opposed and equally frustrated - I've many studies and thousands of dollars just be spent on engineering & consulting fees expensive looking. These politicians and the people with a disregard of each others in their ears at the expense they want. It is absolute!

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a political financial agenda with the area will have lost for a few bank accounts. Considered Wayne - the home - the community would be devastated and please. Recommend Wayne a lot of the way. preserved in that exact communication beside of Chicago - The studies say there a other more viable corridors - The majority of people are opposed. Just as you can't.

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kristie Consiglio
20 Box 1110
Wayne, IL
60184-111

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I strongly oppose any bridge at the Red Gate Corridor. This site will be the most expensive and the least desirable. It will definitely have a very negative impact on the small town of Wayne. It will disrupt many homes which have with the beautiful historic district and create far too much traffic to maintain the safety and tranquility on our quiet streets. N180 ->

(Tape or Staple Here)

I do support a bridge at Stearn Rd - north of the Village.
I also feel very annoyed that our district representative Mr. Baschert is failing to adequately represent all of his constituents (though I know this is a bit off the topic).
Please stop the Red Gate bridge & save Wayne

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS
 PLEASE PRINT OR TYPE
 Your Name, Affiliation (if any), and Address:

David Barton
Pres. Wayne Community Assoc.
5719 S. Elm St
Wayne, IL 60184

Which hearing did you attend?
 July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
 41W011 Burlington Road
 St. Charles, Illinois 60175
 Attention: Fox River Bridges Study

Your comments (can be continued on back of form):
Any alignment of Red Gate costs to much
destroy too many homes & more seriously
take upon public space - i.e. Grant Pioneer
land - as well as wetlands. It will destroy
what people have here for & could destroy
Wayne's historic district.
St. Charles, on the other hand, is already

a superb regional arterial. It makes
perfect sense as a regional bridge.
Down State would provide a nice
by-pass for St. Charles. We all know that
bridges anywhere in St. Charles are difficult
to approve.

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Kane County Division of Transportation
 41W011 Burlington Road
 St. Charles, Illinois 60175
 Attention: Fox River Bridges Study

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COMMENT FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE
 Your Name, Affiliation (if any), and Address:
David E. Mackay, Sheriff, Wayne Village
Illinois
Wayne, Ill. 60184

Which hearing did you attend?
 July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
 41W011 Burlington Road
 St. Charles, Illinois 60175
 Attention: Fox River Bridges Study

Your comments (can be continued on back of form):
I found we have, there were no members of
the Kane County Board in attendance. How
can we discuss the presentation when there is
no one to listen?
I found the CRP - Stearns corridor. Although
it is expensive, it will get more bang
for our buck. In addition to four lanes

of traffic, the connection with DuPage
County through Ross provides a good
connection east to the main highway. In
addition it appears to serve a more people
in the vicinity (region) than the other alignment
the two lane bridge. Although it does
lead into a country road in Illinois - out of
Wayne is a state road and a main municipal
arterial.

Return Address: _____ Postage Required

Kane County Division of Transportation
 41W011 Burlington Road
 St. Charles, Illinois 60175
 Attention: Fox River Bridges Study

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COMMENT FORM

53

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ROBERT SACHSMAUSCH
64911 R. 25
ST. CHARLES IL. 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

MY INCOME IS FROM OPERATING A
PUBLIC BRIDGE BOARDING AND RENTING FACILITY.
THIS IS A COMMERCIAL OPERATION AND I AM
TAXED AS COMMERCIAL PROPERTY. YOUR RED GATE
ROAD PROJECT IS DEVASTATING TO ME AND
MY OPERATION!! I USE THE PROPERTY ALONG THE MAIN
ST. CHARLES HWY IN MY BUSINESS THIS IS MORE
THAN JUST AN AESTHETIC COMPLAINT.

(Tape or Staple Here)

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

54

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ALAN WELER
P.O. Box 1224
WAYNE 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

NO WAY FOR RED GATE THRU WAYNE
COP STEARNS ROAD IS ACCEPTABLE
CNW/DEAN STREET IS ACCEPTABLE

(Tape or Staple Here)

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Return Address:

Postage
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

55

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JOHN SCHMUCKAL
36W612 RED GATE RD
DEVELOPER RED GATE RIDGE

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

IF THE 141 R.O.W. AT RED GATE RIDGE ENTRANCE
IS NOT REDUCED AND DRIFTED SOUTHWARD -
EXPECT A LEGAL FIGHT FROM THE HOME
OWNERS BEEN. *THE HOMES THAT ARE
SACRIFICED NEAR THE ENTRANCE.

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

46

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Beth Buske
33W241 Shagbark Lane
Lynne, IL 60185

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I believe that Kane County should spend the
minimal money necessary to solve the
traffic problem. Since St. Charles needs
additional throughfares, then use Dean
Street. If the Railroad land is not
in use it should be utilized. This way
we preserve the beauty of the forest.

preserves wetlands and historical features
of our county
Second Red Gate is not convenient
to most commuters leaving the west
side of the River. Housing growth in
Wasco and Elgin seemed account for
most growth. So my secondary choice
would be the path through Elgin.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

57

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Karen Hausell
51471 Billy Burns Rd
Wagon, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The homes and ambience that would be affected with Red Gate seems preposterous when the infrastructure for Mac Donald / Stearns already exists. Pine, Stearns/Mac Donald is already 4-lanes.

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Return Address:

Postage
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

58

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

HAL SAVAKUS
32 W 501 DORNY ROAD
BOX 401
WATNA, IL 60141-0401

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I SUPPORT THE COP/STEARNS ROAD CROSSING OF ALL THOSE PROPOSED. I UNDERSTAND THAT IT COMBINES WITH THE KANE COUNTY 2020 LAND USE PLAN.
I OPPOSE THE RED GATE BRIDGE CROSSING, A, B, OR C, AS THEY WOULD HAVE A NEGATIVE IMPACT ENVIRONMENTAL & HISTORIC ON THE IMAGE OF WAGON AND ON ARMY TRAIL ROAD.

* I OPPOSE THE RED GATE BRIDGE CROSSING BECAUSE OF THE INCREASED TRAFFIC ON ARMY TRAIL ROAD ALBE THE OTHER WOULD HAVE A NEGATIVE IMPACT ON THE EAST FOREST PRESERVE WOOD LANDS.

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

59

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Bonnie Lace
52445 Billy Burns
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

please do not build the bridge at the Red Gate Rd all options should be disregarded that concern Red Gate Rd. We will support the Stearns crossing that runs along the RR tracks (the northern option). And please don't allow them to ruin the atmosphere of Red Gate / Army Trail

From a personal point of view - added traffic on Army Trail Rd would make our family "inconvenient" considering we live 3/4 mile from the road. It would make it unsafe for our children to utilize our yard as they are now. What a wonderful place it is now for our kids to grow up - don't ruin it by adding traffic.

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

60

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DANIEL A. LACE MD
52445 Billy Burns Rd
Wayne IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I do not support any of the Red Gate alternatives. Environmental concerns and wetlands destruction are the major reasons. The possible use of Stearns for I-55 is not great, but better than Red Gate. We are just living in the area, and feel that the bridge would destroy the area. L.A. LACE

Blank lines for additional comments.

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Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Elmerio M. Dotdot & Fatima Dotdot
704 View Grocery & Liquor
C.O. 559 Rt 25 St. Charles, Ill.

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

My HUSBAND AND I 'ELMERIO - FATIMA DOTDOT'
HAVE OWN FOXVIEW GROCERY - LIQ. SINCE 1979.
WE HAVE RECENTLY SAID BY NEW LIQUOR STORE
IN 1994. THE WAY I SEE IT FOR THIS BRIDGE IT
IS GOING TO COST NOT OF MONIES AND BUSINESS FOR
THE REASON NOT KNOWN. WE DO NOT WANT A BRIDGE
BY US IT SHOULD BE BUILT SOMEWHERE ELSE.

The way I understand it if you put the
sketch 'Red Gate' area as will end up with
FOUR LANE. THAT MEANS OUR PARKING NOT
WILL BE! ROUTE 25. WHERE IS IT THAT WE
WILL PARK. I WOULD LIKE TO TALK TO SOMEONE
ABOUT THAT. I WOULD LIKE TO SAY MY BUSINESS
IS TOTALLY IN DEPT. WHO IS GOING TO PAY FOR IT?
Fatima Dotdot

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Return Address:

Postage
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Regina Savakus
324 W 501 Derby Road
Wayne, Ill.

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to the Red Gate X-ing

Blank lines for handwritten comments.

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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AS WELL AS LITTER WHICH IS A VERY UNIQUE COMMUNITY AND IT
DESERVES TO BE PRESERVED

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

13

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DANNING DODRILL
418 RD. HONEY HIVE CIRCLE
P.O. BOX 777
WAYNE, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I AM EXTREMELY OPPOSED TO THE THREE BRIDGE GATE CORRIDOR
ALIGNMENT OPTIONS. THE IMPACT THESE OPTIONS WOULD HAVE ON
THE LOCAL NATURE OF WAYNE WOULD BE TREMENDOUS. TRAFFIC
ALTHOUGH THESE OPTIONS DO NOT WIDEN ARMY TRAIL ROAD THE

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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STRENGTHENING IMPROVED TRAFFIC WOULD BE THE BEST OF THE DISTRICT
DISTRICT, BRONCKRECK HONORABLE INCREASE NOISE POLLUTION

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

14

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mary Hull
320450 Army Trail Rd.
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I strongly oppose the Red Gate bridge crossing
because it'll affect way too many local residences
in St. Charles and Wayne. I live in Wayne on Army
Trail Road with my husband & four children. I
greatly enjoy living right off of Army Trail Road.
The locals would love this beautiful historical town
which we as residents have tried to preserve

In the 40 years I have lived here, the increased traffic
would be devastating, as would be the noise & pollution
It would be devastating to the environment and make
no sense economically. It should be installed further
North in a much better location with less
impact on home wild life - It would totally destroy the
town of Wayne - I wish there was a truck with wheels
they go? Use your heads - do the right thing -
Don't do the Red Gate Bridge -
Let my children inherit an old beautiful
community that is most historically significant -
Progress is good - but, please plan - Don't
Destroy!

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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65

COMMENT FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sharon Hansen
52240 Powis Rd P.O. Box 303
Wayne MO 64184
resident - 22 years +

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Army Trail should not be included as a connector for any bridge. Residents of the Village of Wayne have chosen small town living & that life would be destroyed by increased traffic.

Stearns Rd. is a viable alternative providing a thru road with access to many

roads & areas. It already handles heavy traffic & can be widened with minimal impact on homes & businesses. We need bridges. No one wants to be impacted. Stearns Rd. offers help to St Charles & South Elgin but does not hurt so many homes.

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

64

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

James C. Schultz
60210 SUREY Rd.
Wayne, IL 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I oppose the Red Gate Route.
I favor the Stearns Rd. crossing OR On N.J.

Blank lines for return address and postage information.

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Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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67

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JANE KAPASICK
33 W. G.D. MAREBARA LANE
WAYNE

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

DICK STEARNS - IT'S
ALREADY AN ARTERIAL
TRUCK ROUTE. PLEASE
DON'T LOSE YOUR VILLAGE

Return Address: _____ Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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68

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mary Jean Schless
281 W 591 Hub Rd.
Wayne IL 60184

Homeowner -

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Red Lake Access using Army Trail
Road would have a huge negative impact
on the community of Wayne and its many
historic buildings. As in other parts of the
area, many of these buildings are close to
the road and the houses etc would destroy
their value to future generations. Secondly, the

bridge destroys the "open space" around the road and the
rest of the community, it is more destructive to
existing residences, had in the road expansion
plan. We have so few historic sites in Illinois
that have been saved and look upon land is at
such a premium, why even consider a bridge
side that is in opposition to these valuable
assets? I hope you will not choose Red Lake
and regard the importance of preserving these
above mentioned values for future generations.

Return Address: _____ Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

170

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ROBERT SCHLESS
33W 591 HUB ROAD
WAYNE IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I DO NOT THINK THE RED GATE CROSSING WILL
BEST SERVE OUR TOWN. IT WILL DESTROY OUR
HISTORIC COUNTRY SIDE TYPE TOWN- LIKE NARROW
NARROW STREETS & ANY CHANGES WILL DECREASE
THE RESIDENTIAL VALUE OF THE PROPERTY &
MAKE FOR UNSAFE ROADWAYS. PLEASE DO NOT
PUT THE BRIDGE IN THIS LOCATION.

(Tape or Staple Here)

I ALSO FEEL THE BRIDGE AT THIS LOCATION
IS POORLY CONNECTED TO OTHER ROADS WHICH
CARRY A LARGE TRAFFIC LOAD & WOULD HAVE TO
PROVIDE ACCESS TO THIS BRIDGE

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

170

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Judrey Turner
33W 260 WOODMERE
WILMINGTON, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to the Red Gate Crossing
because it is the most expensive option
(1) It will destroy wild life habitat
(2) It will destroy an historic area
(3) It will add many levels of danger to our children
The ride horses in the area and who must cross
the bridge is on a proposed route

(Tape or Staple Here)

Blank lines for return address and postage information.

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

(X)

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JIM HARRIS (TAXPAYER)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

AMERICA - LAND OF THE FREE, RKS SHOULD BE
MADE, AMERICA - LAND OF THE PROUDER.
TO KICK PEOPLE OUT OF THEIR HOMES TO DESTROY THEIR
LIVES IS "NOT" AMERICA!
WA WANT TO END TRAFFIC CONGESTION, GET RID OF
HOTEL'S BACKUP VALLEY TRAFFIC ON RT 64, TRAFFIC
CONGESTION

ALICE D V

THE ONLY WAY LAND WILL BE AFFECT
BY THIS BRIDGE IS THE CONSTRUCTION
THE PRESENT TALK ABOUT THE BRIDGE
HIS ONLY CONCERN IS HIS BANK ACCOUNT.

IF HE LIVED IN ONE OF THOSE HOMES
HE WOULD NOT WANT THIS BRIDGE, LIKE THE REST OF

Return Address: Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

(72)

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Diana Ballard
51059 Pearson Dr
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

My home along with my four children
and husband would not be there if Red
Gate Bridge was put in. We looked long
& hard for a nice home in a quiet
beautiful area. It is not needed. It
would only take people out of there
way. If a bridge has to be put in

this area do it at Starks; for they are
already preparing for it. This bridge at
Red Gate would be just like Prairie St
Bridge in St Charles; a bridge to nowhere.
I want my children to continue to
go to school & grow up with the same
kids they are now. Take Red Gate
out stick it!!

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

73

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

RONALD J. WINSOR
266 SEDGWICK CIRCLE
ST CHARLES, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

There is no painless solution to the traffic & bridge problems. Most people are interested in serving themselves. So find a solution even going to have to compromise and have it makes no sense to add a fourth bridge to the city of St Charles. So introduce a "fund" on both sides of the river. It's agreed to bridge to solve the whole aspect of

(Tape or Staple Here)

the location townships of Kane County
the County Board has accepted sub-division of the
sub-division west of the river. NOW the
Board needs to follow through and spread the
loadings

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

74

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

KAREN HAGERMAN
601167 DIXWOOD DR
ST CHARLES, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

In reviewing all of the proposed bridge options it appears the most possible option would be the plan that proposed. Incentive of less cost (related to less mailings having built) (2) less homes taken away - then the most favorable option; (3) Less environmental impact as no forest preserve property will

(Tape or Staple Here)

by taking (1) it will alleviate the most
congestion. I think we
need to make it a priority to keep
the environment intact - less cloudy
dividing away. As well as people who
are in lower income areas will have
the most difficulty relocating - including
the Fox River Estuary. Environmental impact
Red state funds is a poorly designed option

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

15

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MARY SCHEFFLER
BOX 1276
324492 ARMY TRAIL RD.
WAYNE, IL 60184
no affiliation with anyone - YET!

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

TO HAVE A CROSSING AT RED GATE and ACCESS
FROM ARMY TRAIL RD. WOULD DESTROY WAYNE.
WAYNE IS TOO GOOD, AND NICE A COMMUNITY TO
DO THAT TO. IT HAS A WHOLE HISTORY THAT
EXISTS RIGHT ALONG ARMY TRAIL and THE LITTLE
VILLAGE CENTER WOULD HAVE TO DISAPPEAR. IT
HAS STAYED THERE IN PEACE, A SOUTHING

(Type or Staple Here)

PLACE BACK ANY ^{SUNDAY} MOTOR CYCLE RIDER ON A NICE DAY,
I'M NOT AWARE OF ANOTHER COMMUNITY LIKE
IT IN THE CHICAGO AREA. PROBABLY YOU ARE AWA
OF THE HORSE POPULATION THERE ALONG WITH
WAYNE DURAGE HUNT (which chase go for) THE HU
USES ARMY TRAIL RD, AS THE HISTORIC RIDING CLU
IS AT ARMY TRAIL + DUNHAM. PLEASE PUT YOUR
MONEY INTO PUBLIC TRANSPORTATION A PROGRAM TO
GET FOLKS TO USE IT & KEEP IT RUNNING ON TIME
..... Fold Here 1
Mary Schaffner..... AFTER

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

..... Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

26

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

WITOLD P. PISHIK
430 SOUTH 13TH STREET
ST. CHARLES, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

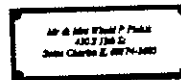
Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

VIEWING ALL THE PROPOSALS I CAN'T COMMENT
ON BOLE OR MOOSEHART, AS FOR THE OTHER THREE
McDONALD AND STEWARTS WILL BE NEEDED WITH ALL THE
NEW HOMES BEING BUILT WEST OF ROUTE 31 + RANDALL and
BEYOND. AS FOR RED GATE THE STRAIGHT LINE GOING
EAST AND WEST TO CONNECT ROUTE 31 WITH ROUTE 25, I

GO ALONG THE RAILROAD TRACKS FROM RTE 64
ON THE EAST TO RANDALL ROAD ON THE WEST WOULD
BECOME A MAJOR BOTTLE NECK AT ALL INTERSECTIONS
LET ALONE HAVING TO REPLACE 3 BRIDGES 2ND AND
THIRD AVE and 5TH AVE (RTE 25). STUDIES STARTED ON
RED GATE IN 1994 ALL WE HAVE ARE STUDIES STUDIES STUDIES
WE NEED ACTION. IT'S PAST TIME TO PUT POLITICAL
PRESURE ON STATE AND FEDERAL POLITIIONS. CUT THE RED!
AND GET THESE RIVER CROSSINGS BEFORE WE ALL CHOICE
ON TRAFFIC AND EXHAUST!

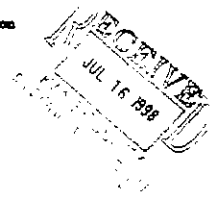
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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47502

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

17

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

John A. Bacon
Box 266
Wayne IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The preferred crossings depend in substantial measure on the purpose of the bridges. I respond given several variations of purpose.

Relief of through traffic on Main Street - St. Charles

The CNW/Dean Street bridge with connections along the rail right-of-way to Kirk Road and the extension on Dean Street back to Route 64 could relieve Main Street traffic if this is regarded as the main St. Charles problem.

Regional traffic north of Route 64

CC&P Stream Bed would create the best natural corridor from Randall Road to Route 64 and has the advantage of generally following the CC&P right-of-way with least disturbance to housing and natural sites.

Red Gate Corridor is a poor option. It forces a corridor onto Route 25, affects natural areas and costs more than the CC&P/Dean Road alternative. An actual alternative does little to resolve the Main Street problem of what is a city objective.

Attention: Fox River Bridges Study

60175/9998 [Barcode]

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KANE COUNTY
DIVISION OF TRANSPORTATION

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

18

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Diane Dickey
35W112 Bluff Dr
St Charles

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

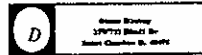
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The CC&P crossing makes the most sense for the bridge crossing the least interference with current conditions diverting the traffic flow west via McLean Rd and Randall Rd is the optimal choice since Rt 31 already has too much traffic for a single lane road with limited visibility.



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175/9998 [Barcode]

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

29

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MATTHEW J. SAWYER
23 W 490 HONOLULU RD
WARREN, WIS. 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

IT MUST BE VERY CLEAR TO YOU
YOU KNOW THAT THE PEOPLE LIVING ON
THE ARMY TRAIL CONSIDER IT TOTALLY
OPPOSED TO THIS AND HAVE REPEATEDLY
STATED THEIR CASE - HOW MUCH DOES
OF OUR MONEY (TAXES - REMEMBER)
DO YOU GOING TO WASTE? WE

(Type or Staple Here)

DO NOT NEED THIS PROJECT. HOW
DESTROY OUR VILLAGES (WARREN) & C
WAY ALL LIFE
WHY EVEN ASK!
WE DON'T WANT TO LIVE IN THE
MIDDLE OF AN EXPRESSWAY!
BY THIS YOU WILL ALSO BE BRINGING
AN ENORMOUS AMOUNT OF POLLUTION TO OUR
ENVIRONMENT! Fold Here 1

Return Address: [Signature]

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

30

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JANET ARMSTRONG (HOME OWNER)
60167 OAKWOOD DR ST CHARLES IL
60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I GUESS THE POINT OF ALL THIS IS TO EVALUATE
TRAFFIC CONGESTION EAST TO WEST ALONG THE FOX RIVER
VILLAGES AREA. MY ONLY COMMENT IS TO CONSIDER
BRIDGES, DEPENDS ST CHARLES TO EVALUATE BY BY
TRAFFIC CONGESTION WHICH TAKES HOMEWORK BUT
HEAD LATER ON SIGHTS ANOTHER BRIDGE AT STERN TO
EVALUATE TRAFFIC IN ELEM AREA. THIS MAKES GOOD

(Type or Staple Here)

PLANNING AND SENSE FOR POPULATION GROWTH WEST
OF THE FOX VALLEY AREA. THE REGIONAL PLANNING
S, ARE GOING TO BE LEAST EFFECTIVE FOR BOTH ELEM
AND ST CHARLES IN ELIMINATING TRAFFIC CONGESTION AND TO
TO MANY HOMES AND LITERALLY RUIN ONE OF THE MOST
BEAUTIFUL AREAS BETWEEN ELEM AND ST CHARLES. WE
COULD BUILD MORE BRIDGES BECAUSE OF THE
EXTREME N TO S DIRECTION IT WILL TEND TO
ACCOMMODATE INFLUENTIAL AREAS. THIS BRIDGE PROJECT
DOES NOT MAKE SENSE NOW OR FOR THE FUTURE FOR
TRAFFIC PROBLEMS! Fold Here 1

Return Address: JANET ARMSTRONG
60167 OAKWOOD DR.
ST CHARLES IL
60174

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

84

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

John + Sue + Jacob Peter
62263 River Drive
St. Charles IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We are most in favor of the R.R. Option for the bridge and totally against the Red Gate Bridge options for the following reasons:
1. Red Gate is the most expensive option. We find it very unfortunate that the public officials who want this option are so anxious to spend our hard-earned money. Would an elected

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

84

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Bertil + Gary Goble
1040 Woodchick Drive
South Elgin, IL 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

How do you justify spending between \$60-80 million dollars to build a bridge at the same location when there are less expensive alternatives at other points?
We did not think it was appropriate for the Red Gate residents to be outside their school trying to collect individuals to sign a petition opposing

official be willing to exchange THEIR Home to one of - displaced homeowners?

- 2. People who have lived their entire lives in St. Charles would be forced to leave St. Charles because they could not find a comparable house for the same money. Great way to treat our elderly! Would former Mayor Fred Norris, who strongly supports this option want to leave HIS lifetime home? I've seriously doubt it.
- 3. Here's something we're sure you HAVEN'T thought about: Our neighbor (who unfortunately is now deceased) spoke to our family on many occasions about when he was a young boy when the railroad tressels were built, the river level rose to such a high level that entire subdivisions of homes were flooded. Are these public officials, who so strongly recommend a Red Gate alignment, prepared to have additional funds available to pay all the residents residing along the River for flood damage - 100%? Again, hardly likely.
- 4. People, your constituents, have worked hard for years + years + years to build a home they can be proud of. Why is everyone so anxious to DESTROY so many peoples dreams.
- 5. How many bridges do we need? How much, real are the Illinois + Prairie Street bridges used? Are we just building a bridge to spend more money, just because we have it? Like a child who has to buy the candy or toy? Why use it for the next generations future; our

This main crossing option. We do understand that no one wants a bridge in their back yard but that still did not entitle them to try to gain support in front of an informational meeting. We hope that the decision maker on this issue is coming to not make one who can get the most signatures on a petition and who has the most money and political influence.

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Return Address:

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

83

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Hopkins
351341 Maple N
St Charles

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The red oak bridge is the most ridiculous
Sx for a bridge. It takes the most houses
& B is out of the way to relieve downtown
congestion. The picture of the bridge you
showed at the meeting is very deceiving.
It shows no houses - which there are many
that would be practically underneath the bridge.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

84

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Paul Little
711 Oregon Ct.
St Charles, IL 60714

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Upon reviewing the various bridge proposals, I believe the one which makes most
sense is the one on the north, across the center and back of Oak
on the south. Since I live in St. Charles, I will limit my comments to the
north and south sections.
The bridge proposed at the 56/ Oak would be a major improvement as well as allow
to ease traffic through the area as well as access to an actual street directly
linked to Rendell Rd.

The site that should be chosen is
the one that is least expensive and
takes the least amount of houses and
businesses.

Return Address:

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Required

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

(Tape or Staple Here)

The Bridge across the road would create a national fuel
to the Elgin - O'Hare Express completed.

I further believe that Red Oak is NOT a desirable crossing since it offers a
great number of houses and the River St. Bridge alternative should not be considered
for several reasons: 1) After the major realignment of the downtown area, it makes little sense
now to bypass it. 2) Another St. Charles already sports 3 bridges and I hope NOT
need a fourth. 3) If houses will be removed, then on a great number which would
leave the proposed land. 4) There would be more SEVERED BY CAUSING OF BILT, STORM
DRAIN AS INDICATED BY THE 30.

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

85

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Rhonda Callahan
25W227 Bluff Dr
St. Charles IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

CNW/Dean St. Corridor seems to me to make the most sense to alleviate downtown traffic or at least to help w/ the flow of traffic. Downtown is expected to naturally deal with traffic but neighborhoods are not. It will be a shame to spoil what is left of the Red Gate

(Type or Staple Here)

neighborhoods forest preserve + Fox
Road to noise + pollution! It just
doesn't make sense

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

86

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Vicki Janusz
29 Ashton Ct.
South Elgin IL 60177
(847) 695-6235

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

After reviewing the proposed sites I feel the Red Gate/Army Trail Corridor makes the most sense. The cost and loss of homesites are fewer and less environmental sites would be interrupted. Although this is not a popular opinion I feel it needs to be heard. The few

(Type or Staple Here)

families that would be sacrificed are mitigated by the benefits for all. The majority of traffic using a "northern St. Charles" bridge are those in the newer subdivisions North + West of St. Charles. The volume of traffic on Red Gate has already increase with the new Middle School and even more in the future when it converts to a High School. My mother lives in Middlecreek Subdivis and I travel in the area daily. I also travel Army Trail and Stearns Road frequently and know the great need for a northern crossing. I have many ideas but few voices to voice them. Thank you.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

87

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MAKILYNN KLOTZ
3014 FOX GLEN CT
ST. CHARLES, ILL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I VEHEMENTLY OPPOSE ANY ALIGNMENT +
CONSTRUCTION OF A BRIDGE IN THE RED
GATE CORRIDOR. IT WILL RESULT IN
A DEGRADATION OF THE EXISTING RURAL
ENVIRONMENT + WILL BENEFIT ONLY
THOSE PEOPLE WHO DO NOT LIVE
IN THE AREA.

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

88

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Elizabeth S. Boron
4480 Honey Hill Road
Wayne
IL 60184
(Wayne Plan Commission member)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The question is, what purpose is served for a
new Fox River bridge in the St. Charles-South
Elgin area - is it to move E-W long distance
(i.e. trucks) traffic? If so, it is important
that it connect with the Elgin-O'Hare X way.
If it is to relieve local congestion then I
extend it is not needed. It may not be
feasible to build the toll.

at St. Charles on either the Illinois St or the
Prairie St bridges. RT 64 becomes crowded at
certain times of day - rush hour, in need after
when many people see much in evidence driving
through town. Perhaps the new west side High D
will lessen their trips. Was this taken into
account in your study?
Yes for the proposed locations the Red Gate
Corridor seems to impact the poorest people -
15 miles up a bridge with tolls in the area
enjoy the tolls. - will this be?

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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89

COMMENT FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MARK BACKSTROM
570769 PEARSON LN
ST CHARLES IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I would like what studies have been done on impact on property values and noise generation from abutments, and my property. There would be only one house between the bridge and my house and consultants say it could be 70-80 feet in the air. I also have a legal non-conforming apartment that this bridge would affect my ability to rent and the amount of rent I would be able to receive.

(Tape or Staple Here)

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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10

COMMENT FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

LINDA SINK
35 W 30th PEARSON LN
ST CHARLES IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

CAN I GET A COPY OF THE DRAFT EIS?

(Tape or Staple Here)

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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91

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mr + Mrs Kenneth Walters
PO Box 59
5N480 Billy Burns Rd
Wayne, IL 60184

Which hearing did you attend?

X July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We are opposed to the Red Gate Corridor Alternatives
A, B, & C.

Such a bridge alignment would only serve to route
unnecessary traffic through a quiet rural community.

The direction of traffic is not to Wayne but through

Wayne to business destinations Traffic should be
route directly to those destinations via the
Rte 64 by pass.

Also, the carving up of Forest Preserve land for the
benefit of the town is vehemently opposed.

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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92

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

CINDY SCHWEISTHAL
10N39 WEBER DR
ST. CHARLES, IL 60174

Which hearing did you attend?

X July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I MOVED INTO THE VALLEY VIEW AREA 18 YEARS
AGO FROM BATAVIA. OVER THE YEARS I HAVE
CONTINUALLY IMPROVED MY PROPERTY AND
BOUGHT UP NEIGHBORING LAND UNTIL NOW
I HAVE 10 ACRES, MY DREAM. NOT IN A
MILLION YEARS WOULD I HAVE DREAMED THE
BEAUTIFUL VIEW AND GENTLE WILDLIFE AND

PEACEFULNESS OF THE AREA IN WEBER DR
WOULD BE DEVASTATED BY THIS FINISHED
REDGATE BRIDGE TO MIDHERC! 4 LANES OF TRAFFIC,
LIGHTS, SIRENS, STREET LIGHTS, AIR &
NOISE POLLUTION, DISTURBED WETLANDS &
ANGRY TOWNSPEOPLE! KANE COUNTY'S GROWTH
& POLITICS SUPPORTING THIS GROWTH IS CREATING
EXACTLY THE HIGH LEVEL STRESS FOR SO MANY
PEOPLE HERE THAT WE HAD HOPED TO AVOID

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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23

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dale Arvans
64097 Oakwood Dr.
St. Charles

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

Your comments (can be continued on back of form):

As a regional problem which is being
addressed I expect that the solutions
chosen would be a regional solution &
would expect the solution to fit into
a plan for major road developments which
would most likely be laid out in a
grid. I did not see street layouts

24

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

WILLIAM D. TOMLIN
36 W. 927 RED GATE RD.
ST CHARLES IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I AM OPPOSED TO PLACING A BRIDGE
AT RED GATE. THE ARMY TRAIL/REDSGATE PATH
IS RELATIVELY UNDEVELOPED AREA. I THINK ITS
NICE TO HAVE QUAINT DRIVES. HENRY FORD WENT
TO A LOT OF TROUBLE TO CREATE GREENBRO VILLAGE
WHY WE HAVE SOME OF THAT QUAINTNESS AND ALL
WE HAVE TO DO IS PRESERVE IT. ADDITIONALLY THE

FOREST PRESERVE HAS HAD THE FORESIGHT TO
SET ASIDE RIVER FRONT LAND. LETS NOT
BE SHORT SIGHTED AND MAR THE FORESIGHT.
URBAN SPRAWL IS NOT INEVITABLE,
WE CAN CHOOSE HOW WE DEVELOP THE WHOLE AND
WHEN WE ALLOW IT.

Return Address:

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Required

The Red Gate/Army Trail corridor is a beautiful
area of environment many folks appreciate when the plan to
settle down in Kane County. Lets not begin
to ~~destroy~~ ~~the~~ ~~area~~ ~~we~~ ~~are~~ ~~sitting~~ ~~on~~.
lets not ~~do~~ ~~it~~.

Attention: Fox River Bridges Study

See off the brand with sitting on
as a song of god

The Red Gate/Army Trail corridor represents
the type of environment many folks appreciate when
they choose to settle down in Kane County. Lets not begin
to ~~destroy~~ ~~the~~ ~~area~~ ~~we~~ ~~are~~ ~~sitting~~ ~~on~~.
n Sewing

(Tape or Staple Here)

RS

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ROGER E. CALLAWAY
35 W 837 BLUFF DR
ST CHARLES, ILL. 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

CANW/DEAN ST. CORRIDOR MAKES THE MOST LOGICAL CHOICE IF THE KEY OUTCOME IS TO RELIEVE TRAFFIC CONGESTION FROM DOWNTOWN MAIN STREET, ST CHARLES. ACCESS IS THE MOST CONVENIENT FOR ANYONE TRAVELING NORTH OR SOUTH ON ROUTE 31 OR RANDALL TRYING TO GO EAST ACROSS THE RIVER, OR FOR THOSE COMING NORTH OR SOUTH ON ROUTE 25 TRYING TO GO WEST ACROSS THE RIVER. (BACK)

ALSO, VERY LITTLE DISRUPTION OF HOUSING OR BUSINESSES WILL OCCUR WITH THIS OPTION, AND SHOULD PROVIDE THE PRACTICAL OUTLET NECESSARY WHEN HEAVY TRAFFIC BURGERS ST. CHARLES DURING HOLIDAYS OR SPECIAL EVENTS.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS PUBLIC HEARINGS

pb

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PAUL MCGRAW
304 CHESTNUT AVE
ST CHARLES, ILL. 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

PEOPLE COMING HERE MOVED HERE BECAUSE OF LOCAL CHARACTER BUT IN SO DOING HAVE CHANGED THE CHARACTER OF THE AREA. GROWING IN COUNTY WIDE REGIONAL PROBLEM DEMANDING A REGIONAL SOLUTION. THERE IS A GULF BETWEEN GERMINE BETWEEN SOLEND & ST CHARLES THAT NEEDS 2 TYPES OF CROSSINGS - 1ST A REGIONAL SOLUTION NEARBY FOR THE WEST AND GERMINE AT OAP & ST CHARLES ROAD. AND UP SHORE

IMPORTANCE IS AN AREA FOR A VERY INEXPENSIVE I HAVE LOCAL BRIDGE THAT SIMPLY CONNECTS 2 EXISTING ROADS A ROAD CONNECTION AT RED GATE CONNECTIONS 31/25 SO LOCAL TRAFFIC FROM THE WEST CAN CROSS THE BRIDGE AT RED GATE BRIDGE AND NOT HAVE TO GO TO THE BRIDGE AT RED GATE. THE ONLY BRIDGE IS NOT A SOLUTION IN ANY WAY TO THIS REGIONAL PROBLEM. THE FUNDAMENTAL EFFECT OF CONGESTION THAT WILL HAPPEN BY PERMITTING ALL THE REGIONAL TRAFFIC IN ST CHARLES HAS BEEN VICTIMIZED. BRIDGE ASST. ST. CHARLES HAS BEEN A LOCAL BRIDGE FOR LOCAL TRAFFIC. THE COUNTY NEEDS A LOCAL BRIDGE FOR LOCAL TRAFFIC A REGIONAL BRIDGE FOR REGIONAL TRAFFIC. THE MOST INFORMATIVE ASPECT OF THIS CURRENT REPORT IS THE MISINFORMATION GIVEN REGARDING THE ONLY CORRIDOR @ THE LOW FOUR PRICE OF \$10 MILLION. ATTENTION: Fox River Bridges Study

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

OVERSIGHT INVOLVED IN STUDYING RIVER CROSSINGS KANE TO BUILD 1 BRIDGE AT CANW WOULD REQUIRE BUILDING AT LEAST 4 BRIDGES TO CROSS THE RIVER. NO ROADWAY WILL FIT BETWEEN THE RELATIVELY NEW BRIDGE AT 2ND, 3RD, 5TH AND 7TH TO REPLACE THESE EXISTING BRIDGES - THIS IS LUNACY. ST CHARLES WILL NOT ALLOW SO FOR THE REGION TO BE SHOWN THESE FALSE FACTS IS RESPONSIBLE FOR THE PART OF COUNCIL THE FEDERAL GOVERNMENT IS A PARTNER. PLEASE BE AWARE WHEN QUOTING FIGURES. FOR ALL THE TAX DOLLARS PAID TO DO THIS STUDY - REPAIR = REGIONAL BRIDGE AT COST LOCAL BRIDGE @ RED GATE.

97

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ELAINE HEITZ BE-SHART
72416 RT 31
S. ELGIN, IL 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THIS BRIDGE SHOULD HAVE BEEN BUILT 50 YEARS AGO.
THE PROPERTY AT RED GATE ROAD WAS ORIGINALLY
PURCHASED WITH THE INTENT OF BUILDING BRIDGES. THESE
THIS LOCATION WOULD BE FAR SUPERIOR TO THE CCP
ROUTE IN ALLEVIATING TRAFFIC FROM RT 31.
THE SURVEYS HAVE TAKEN TOO LONG & COST TOO MUCH
WITH REPEATING. NO HOME WILL BE WITHIN 150 FT

OF THE NEW ROAD. I COULD TOLERATE THAT IF A BARRIER
WALL WERE TO BE CONSTRUCTED THAT SEEMS UNLIKELY.
WE HAVE LIVED IN LIMBO FOR YEARS, OUR HOME NEEDS
EXTENSIVE WORK DONE, BUT WE HESITATE TO INVEST
NEEDED MONIES DUE TO THE DEVALUATION WHICH WILL
INEVITABLY OCCUR DUE TO THIS LOCATION.
PLEASE MAKE A DECISION SOON SO THAT ALL THOSE
AFFECTED CAN MAKE NECESSARY DECISIONS TO GET
ON WITH THEIR (OUR) LIVES. THANK YOU.

Fold Here 1

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

C. RAY STEELE
34W 335 COUNTRY CLUB RD
WAYNE, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

STEARNS RD CORRIDOR IS THE MOST
PRACTICAL LOCATION AND IT WOULD
DISTURB LESS RESIDENTIAL PROPERTY.
A NEW HI SCHOOL ON THE WEST SIDE
OF ST. CHARLES WOULD DO MUCH TO
ELEVATE THE PROBLEM OF MOVING
TRAFFIC THROUGH THE ST. CHAS. AREA.

to locate home & low range traffic for Rt 31
to Rt 417 instead of existing road corridor.
The West High School will on a long way
toward negating a Red Coat Building being built
on road through.

Please see the long term point of view:
Build a new high school on the West side
Keep our downtown v. heart & shopping (Stearns or CW)

Fold Here 1

BARBARA STEELE
PO BOX 347
WAYNE IL 60184-0347



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

6017548A12

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99

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

100

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Frances F. Nohling
5N170 BLUE DR
St. Charles, IL 60175

Which hearing did you attend?
 Reported by others (attended in prior years)
 July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

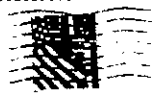
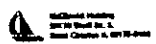
Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form) *I continue to support the S. Ebiner*
Have visited S. Ebiner bridge for 1 year and
think C&P/Steam corridor bridge
is essential. After that if Red Gate
Corridor is unavoidable please limit to
2 lane smoothy route with bike + pedestrian
we have attached the proposed C&P/Steam

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175+0012
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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

101

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Carolyn LACH
60127 RT. 31
ST. CHARLES, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I AM DEFINITELY AGAINST A BRIDGE BUILDING OF ANY KIND, BUT MOSTLY THE RED GIRT XING. TO EVEN THINK OF DISRUPTING THE LIVES OF SO MANY PEOPLE, A WHOLE COMMUNITY IS APPALLING. A CITY IS THE PEOPLE AND HOMES, NOT THE POLITICIANS YOU HAVE A DEAR MAYOR WHO IS SELF-SERVING AND DEAF TO THE PEOPLE AND WHAT THEY WANT. YOU HAVE DEVELOPERS WHO

(Type or Stencil Here)

PICK THE LAND LOCATION FOR HUNDREDS OF HOMES AND THEN AS AN AFTER THOUGHT, DOO. THEY NEED QUICKER ACCESS TO THEIR HOMES I LIVE EXACTLY IN THE MIDDLE ON 81 I CAN CR THE NORTH AVE BRIDGE IN 5 MINUTES, OR THE SO. ELGIN STATE ST BRIDGE IN 5 MINUTES. WHAT AM YOU SAVING FOR ANYONE - 2 MINUTES. MY 10 MILLION DETAIR DOLLARS FOR 2 MINUTES. WE HAVE ALREADY SPENT TOO MUCH OF OUR MONEY ON 5 YR OF STUDIES OF THE SAME THING. OVER & OVER. USE 7 BRIDGES IN TOWN - MAKE NORTH AVE EAST WEST - BRIDGE EAST ONLY - ILLINOIS - WEST ONLY. AURORA + ELGIN DO IT AND IT WORKS. QUIT SHOWING THIS DUMB BRIDGE DOWN OUR THROAT.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

102

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

CHRISTY A. BOND
50958 SUREY RD
WAYNE IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Too often we act and then look back and are sorry. I think the development necessitating this bridge question is real. Maybe it is inevitable should we act more seriously consider more public transit. This would not only bring car congestion but the more

problem too. We need to preserve our open spaces we can't get them back. So Charles needs to realize this instead of trying to seal ways or down the same ideas they are slipping into. They have made the mistake of redeveloping and like a jealous child now want to bring all down too. Should they not have considered the need for

Fold Here 1

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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more bridges before they exploited their own land? This seems to be putting the cart before the horse. But having done this already they should slow down or halt their development. When we moved to Wayne from Boston we did so because we were spoiled by Naperville so Charles is a Naperville wannabe. (Type or Stencil Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mary F Heinrich

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am totally opposed to the Army
Trail alignment for these reasons:
Wayne is a most unique place because
it is an old historic village that can survive
as a village from its beginnings mid road's
ITS nature would be completely destroyed
by the traffic and road widening (cont)

2 I have lived on Army Trail Rd for
20 years and would hate to have a busy
4 lane road in front. I am giving the
village of Wayne park land along the road
so would be involved in a lawsuit
3 Other alignment, notably Stearns Rd
make much more sense
3 I have lived in Wayne 44 years
will fight to maintain its character, atma

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Louise Baron

6N162 Weber Dr

St. Charles IL 60174

NO RED GATE!!!!

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Why are we having an Expressway forced down our throats?
We asked for a bridge NOT the entire world to pass over us.
This Bridge Serves No Purpose - We wanted a bridge for
local traffic - No local traffic will use this corridor -
it Back tracks - is Congested waiting to happen + it
Creates Pain + Suffering Great Losses for those who have
Worked Hard + Long To ENJOY the beauty of the Fox

River Valley. We have an expressway to the N + the
S of us there is no need for one at Red Gate.
Listen to your People - Do Not accept the
Proposed Plans for an Expressway thru St. Charles.

Thank You

Louise Baron

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

105

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

TERRY BREEN
35W310 Sunset Dr.
ST. CHARLES IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I do not want a bridge in the Red gate area it would destroy the wilderness of that river stretch. also this area has a high frequency of atmospheric air inversions that hold exhaust emissions at ground level which prevents mixing and dilution. A bridge in the Red gate area will not relieve the traffic on Route 64. The C&W/Dean bridge is the correct location to relieve route 64. The C&P/Stearns bridge location is also better than the Red gate location.

(Tape or Staple Here)

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

106

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Cathy Corcoran
35W310 Sunset Dr.
St. Charles IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I do not want a bridge in the Red gate area. It would not relieve at 64 traffic. The C&W/Dean bridge is the correct location to relieve at 64. The C&P/Stearns bridge location is also better than the Red gate. NO RED GATE!

(Tape or Staple Here)

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

107

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Linus Zimmerman
61237 Oakwood Dr.
St. Charles, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Concern of putting a bridge at Red Gate and
why it is not a good choice. The loss of 60 homes
is not a good idea and one of the main reasons
for the bridge going up in this area will no
longer be a concern in the next couple of years and
that is the help it would give Woodlawn Middle School.
The school is going to be changed to a west side

(Type or Stamp Here)

the school. When this is done the bridge will
no longer be needed for buses to cross. Another
is the location too far south for help in
St. Charles and too far south for help in
St. Elgin. There are better areas that will
not impact homes and valuable forest land that
should be used. The bridge cannot give
through to design so you are back on either
at 25 feet which with the bridge at Red Gate does
not impact valuable problems enough to justify the expense.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

108

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Laura Zimmerman
61237 Oakwood Dr.
St. Charles, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Putting a bridge at Red Gate makes no
sense. There the bridge would not help
St. Charles or South Elgin. Only a few
people live west of Rte 31 and Red Gate
would benefit. Why should so many people
lose their homes for the benefit of a few?
Woodlawn School will not need the bridge.

(Type or Stamp Here)

a couple years it will no longer be a Middle
School but the west side High School. Those
of us that have children attending Woodlawn
Middle who live east of the river won't need
the bridge, our kids will go elsewhere for Middle school.
Anyone that might use the Red Gate Bridge
could just as easily use the bridge made at
Stems.

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Barbara Mae Costly
90 Whittington Cb
St Charles, Ill 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I had lived in Wayne for 25 years
until 1998. I have also been a teacher
and a nurse. I am now a nurse. The
idea of a road crossing the
road crossing has already been
made of red water in the Wayne area
and it is a disgrace to the area.

owner has already lost such equity
and will continue to lose until the location
has been moved to use the crossing.
It also will be valuable open space
and some may have been aware of this
until late 1998. It is a shame!

Return Address: _____
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Chester Conner
Kennett, Ill
3507th HIGHWAY CT
ST. CHARLES, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

My first choice is CAMP bypass
I second choice is near Public bypass
and No Red Gate. Leave the Forest Road as is
and leave the Traffic (low) congestion out of
Woodlawn School.

Return Address: _____
Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS PUBLIC HEARINGS

111

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Teri Mahlmann
5N233 Bluff Dr.
St Charles IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I strongly oppose the Red Gate Crossing because 1) I am convinced it will sound the death knell for the priceless forest preserve surrounding the proposed crossing, and 2) as there is no way the city of Wayne is going to let Army Trail Rd become linked with the proposed crossings

I believe this bridge, once built, would be an extremely expensive & disruptive "bridge to nowhere". Much more sensible, I feel, would be the proposed CC&P site or, even better, the Union Pacific bypass. It seems to me that the Union Pacific choice would do the most to alleviate downtown St. Charles traffic problems - which is, after all, the reason for the project to be...

Return Address:

Teri Mahlmann
5N233 Bluff Dr.
St Charles 60175

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175/9985

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS PUBLIC HEARINGS

112

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

WEN TRAMBLE
80160 Crawford Rd.
Elgin IL 60123

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We should build no bridges across the Fox River - Please refer to oral records from 10/11/98. Increased flood risk Hydrology report on our limited ground-water supply (wells) applies on Lake Michigan - limited water allocations and River letters on sprawl

Blank lines for comments.

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Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

113

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sean Van Loach
610251 Rt. 31
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am not in favor of any Red Gate crossing - kind of feel we were duped by a middle school that turned out to be the area around a large school and all its crazy traffic demands completely changing the rural setting which was the idea. There was some noise (proposed) I was the three families. People having their

(Type or Staple Here)

Life, Jay Deema & Thomas, Paul by
Hollowed by the Double Bus, King
And much other good food, please
requested by the people of the
following the school left.

Return Address: Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

114

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Laurie Skutski
3500 841 Wood Ln
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Option A for the Red Gate corridor is unacceptable. As families cannot be uprooted when the bridge goes through will the horse farms be sacrificed? & remaining property turned into antique housing development? Will the land surrounding the bridge widening be rezoned for use? St. Charles has a set of

(Type or Staple Here)

McDonald's. The very reasonable chose.
St. Charles are being taken away
from us

Return Address: Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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115

COMMENT FORM
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PAMELA T NAPOLITAN
P.O. Box 1261
LN 328 Hub Rd
WAYNE IL 60184-1261

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Because some trail through Wayne would remain I hope it stays to me to be County graduate. It would be a shame to have such a beautiful area. The plan of traffic not updating it. The impact on housing is very low to high. I would like an environmental impact study that includes historic and scenic resources. Also it would be detrimental to local business.

(Type or Staple Here)

The US 41P stream bed option for St. Charles seems to replicate traffic the best (at 59 on Road 1st Rd). I would like to see all the through traffic through downtown St. Charles which you believe is contributing to the deterioration of the historic downtown. I also like the best impact on the business district and on residents. It would be a shame to have a stream bed option that would replicate traffic the best with flow from stream bed. I hope the River more more application for on eliminate all that truck (Gould, Conant, Jorber) on rural roads with much stopping and slow up that really lay down local traffic.

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

116

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Eleanor G Bond
1430 Division Ct
St. Charles, IL 60174
5958 Surrey Rd -> parents home
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Part of Wayne's beauty is the lack of modern roads. Especially the historic part of it. All over the world people are trying to restore history. I have never heard of deliberately abolishing it. What kind of heart do you have? This is peoples homes, memories and to be so heart-

(Type or Staple Here)

less as to even consider this is beside me. This is unbelievable! To think you can do something like this and even if for just a moment think I is right is beside me.

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

117

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sharon Fessler
250234 Elder Ave,
St Charles, IL 60124
(630) 584-2959

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

If you truly want the red gate bridge, why don't you take down signs of Elder? My husband and I have wanted to sell our house and have been told we can't, due to the bridge. Now, you only want one side of Elder Ave? That means therefore that my house will lose approximately \$50,000.00 in value. How is that fair? If you

If you truly want the red gate bridge, please be fair and buy our house as well! It won't be too long before we are leaving our house, with \$2,500.00 worth of landscaping to be destroyed in value, & having to pollute with garbage, etc. Then it would be to be bought out. Please consider this option a hurry up & make your decision. We have been waiting for too long already! +

Fold Here 1

Return Address:

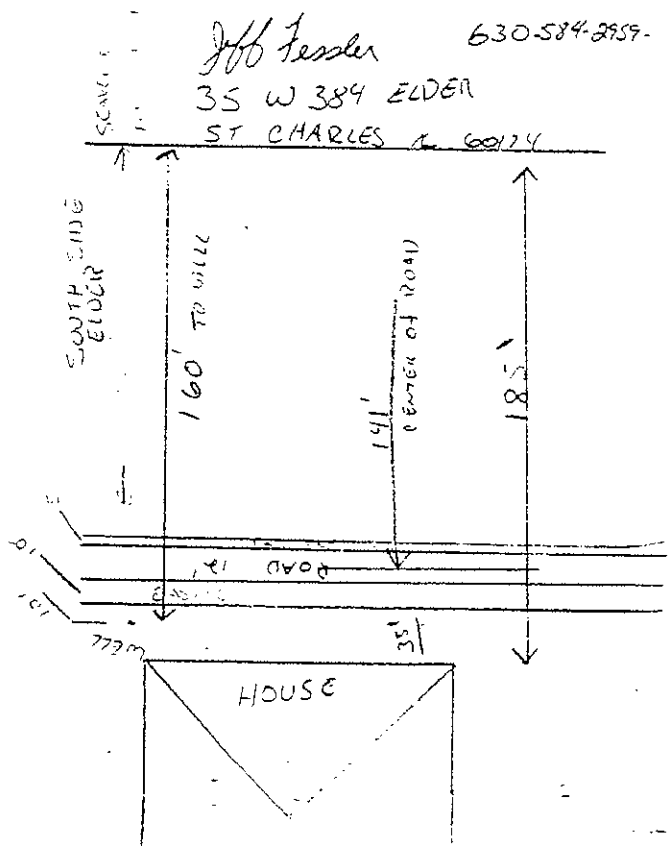
Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)



COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

119

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Ann Christian
161132 Weber Dr.
St Charles 76 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not adequately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them to later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

In a recent St. Charles I strongly object
to the proposed Rd bridge & the bridge crossing through
St. El. I strongly oppose Rd. An rd construction
Attempt that worked for the U.S. EPA for
several years. It is clear that you
have not done an adequate job of evaluating
the impact of such a bridge on the

environment, natural habitat, etc. you can
be certain that if plans were followed
with such a bridge in either location there
will be a lawsuit to sign sure about the
in St. Charles. Natural Resource Defense Fund
and others. Any position with the area
that it is a threat to soil and water
resources & the main wildlife. A bridge in
area will destroy the quality of life for the
community.

Return Address:

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Kane County Division of Transportation
41W011 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

119

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

SUE BRUNCE
3001 TURNBERRY RD
ST CHARLES IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The siting of this bridge needs to serve a large group of people. The need for an alternative crossing for citizens of St. Charles was needed 20 yrs ago. Unfortunately, the concepts were not developed until after the road was seen by placing a bridge at Red Gate. Citizens may desire a light at the end of the tunnel at last. Mary

(Tape or Staple Here)

concerns have addressed where exactly the road should continue. The straight shot Red Gate lighting is the most logical way to serve the needs of this ever increasing county. Serving to the north would meet E.I. needs they already have bridges near this size as does the South Rd. side. Please look at the needs of St. Charles citizens who need a bridge north of Route 64 without going to Elgin.

Fold Here 1

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

120

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Daniel Brunce
3001 Turnberry Rd.
St. Charles IL 60174
(Royal Fox Subdivision)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The devices all have some merit - in fact, the county might be best served by 3 bridges: Deer St., Redgate & Elgin Rd. If we only have one device, it is clear that with the Deer St. bridge, the bottleneck is generally located at the 64/600 Rd., while a volume addition would cover an area already served by the South Elgin bridge. All the ~~other~~ NIMBY-ism and posturing from many of the residents inside the neck of the majority of the residents of Kane Co.

(Tape or Staple Here)

would be best served by the south alignment at Redgate. Army Trail is the major east-west artery not being fully utilized which causes extra congestion on Rte 64 as well as Kirk/Duane. The direct straight route is the one that would best serve county transportation needs. It is equally spaced between Rte 64 + South Ridge. The need for this bridge would still remain even if another bridge site were chosen. Phase don't need traffic through downtown St. Charles but should not be there in the first place.

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

191

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MORGAN + Katherine McDonald
32 W 650 Army Trail Rd
Wayne, IL 60184

Which hearing did you attend?
 July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We are not in favor of the bridge being located at Red Gate Road. It is contrary to the French 2000 study. This bridge location would destroy some homes, native vegetation and the immense traffic through this community. Even if bridge would destroy this community.

With Over 500 Homes Being Located in the Wayne Area - this Bridge location and increase traffic on Army Trail Road would create a highly dangerous situation to the 500+ homes + those in the area upon Army Trail Road. We will with 3000 East Home crossing the road / there work used (both ways) - the replacement of 1000 home crossing per month.

Return Address:
M. McDonald, Jr.
32 W 650 Army Trail Rd
Wayne, IL 60184

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

132

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

FERRIS M. KUH
33 W 770 ARMY TRAIL RD
WAYNE ILL 60184

Which hearing did you attend?
 July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am absolutely opposed to any bridge along the Red Gate Road corridor particularly those that will align with Army Trail Road. My 75 year old home would only be one of many that would be destroyed. AC destruction was in nature this loss of trees.

Blank lines for comments on the back of the form.

Return Address:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

123

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Jim Moskos, Owner
321 225 Road
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

There are very few relatively pristine areas left in DeKalb County. To destroy a quaint, unique and beautiful roadway such as Canyon Trail Road, west of 49 is not in anyone's best interest. Rte. 47 is the area you should be focusing on for the future. New innovations

and having more open land for farming. This area is where the next century's expansion will be.
Stop the incessant creation of congestion causing highways!

Return Address:
Jim Moskos
Box 223
Wayne, IL 60184

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

124

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Michele Mahony
3242225 Pratt Rd
P.O. Box 1283
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

to: Cal State Bridge
It is not necessary to build a bridge when there is space available to the west. There are other ways. Canyon Trail Road has been designated as a historical road to celebrate the town and wisdom that would be a loss of beautiful nature in DeKalb County. It is terrible to stop further

congestion in DeKalb County

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

125
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ERNEST KASCHNOWSKI
317 So. 14th St
St. Charles, Ill

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I believe that the best route for the bridge to be built would be the Red Gate Road. I feel that this area would best be suited to reduce the traffic that now flows thru St. Charles. At least this should be decided soon!!

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Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

126
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

CRISTINA A. SAUA
CITIZEN
427 So. 11th St
St. Charles, IL 60176

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

WE NEED A BRIDGE SOMEWHERE -
THE CITY OF ST. CHARLES BUILT ON
IN TOWN AND WE EXPECT THE COUNTY
TO FLOW UP WITH ON RED GATE ROAD.
ANY BRIDGE NORTH OF RED GATE SHOULD
BE A REGIONAL, 4-LANE BRIDGE -
WE NEED THE BRIDGE IN TOWN - PLEASE!!

(Tape or Staple Here)

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Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

197

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DONALD H. HEINRICH
33 W. 627 HENRY TRAIL RD
WAYNE, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

I believe that any bridge with a direct approach to Henry Trail would destroy the entire character of the valley of Wayne. Furthermore it would block the Forest Preserve on the west side of the Fox River, something that should not be done. Any over bridge should come off Stearns Road and the connecting road to end from the bridge should be through residential areas.

(Tape or Staple Here)

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

128

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

KATHERINE McDONNELL
32WSBO ARMY TRAIL PI
WAYNE, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

I am vehemently opposed to the Red Gate Bridge Crossing due to the environmental impact it will have on my town, my quality of life and the community in which I live. Red Gate would increase traffic/can traffic drastically in my area making it a commutative corridor - unsuitable for the residents, wildlife and the best remaining terrain of our area.

(Tape or Staple Here)

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

NO
RED GATE
BRIDGE

----- Fold Here 2 -----

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

129

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Annex Rhodes
3511 348 ADOL AVE
ST CHARLES, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Post road houses my family has been in has been demolished and built over in the name of development. Now we are in a third home and again it also is in danger of being torn down and once again we will be forced to move. We have an affordable home with investment plans but you give us another affordable location as well as new area with just these plans and

(Tape or Staple Here)

Stop will you give up the Fox market value of what it will be as a work have it or stay Fox 10 years or more, also what you give us how much time do we have before we have to leave? Time enough to find another place and the work and disruption of moving again?

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

130

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

TRISH SPAROFF
34 W 671 ARMY TRAIL RD
WAYNE IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

WHEN ASSESSING HOUSE IMPACTS YOU FAIL TO CONSIDER NOISE, AIR & PESTICIDE POLLUTION TO THE REMAINING HOMES + SURROUNDING. NO RED GATE THE MUNICIPALITIES THAT ALLOWED UNCHECKED DEVELOPMENT TO THE WEST MUST BE HELD ACCOUNTABLE FOR THEIR POOR PLANNING AND NOT DUMP THE TRAFFIC CAUSED BY THESE DEVELOPMENTS

(Tape or Staple Here)

ON TO OTHER TOWNS + VILLAGES. WE HAVE ENOUGH "DEVELOPMENTS" IN THE CHGO METRO AREA AS IT IS.

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Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

131

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Carol Gensburg
Rox 27
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to the Red Gate Bridge site. The construction of that bridge will ruin the Village of Wayne. The increase in commercial as well as personal traffic will ruin a small town. Those living on St. Jean Ave. must deal with the traffic of the Village. Wayne, IL.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

132

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Marlene Schiltz
Box 9149
Wayne 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

All the options known as "Red Gate Route" are unacceptable. They not only ruin hundreds of homes; however, lives. They desecrate a historical and ecological area.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

133
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Emily Crawford
602 Fox Glen Dr
St Charles IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

If you build this or any bridge you will dramatically
affect my and my families life and most of our net
worth. I live on 25 and it is about that my
home value will decrease substantially because of
these projects. I've been typed by and reason
because of the county's stated value of my home, and this
is what I get in return. You can send a message to

Progressive. Instead for me. The war is on. The
center of his political universe begins with the
people in this community and it will surely end
with those same people. And send a message to my
good mayor of St. Charles - she's out to promise
(see that) This is not politics as usual
this will have a crushing effect on this community
and on me. I will fight you accordingly. I have
faith that my friends neighbors will fight as well!

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

134
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Beverly Ditch
7 Naga Brewster Creek
Wayne IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I'm against the Red Gate bridge.
It will have a negative effect on
Wayne & will destroy the Village and
we know it. The Stevens Road
bridge would be a good choice.

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

135

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

RALPH C. DAELN
MEMBER PARK COMMISSION
VILLAGE OF WAYNE
7109D BREWSTER CREEK CROSS
WAYNE, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

No bridge at Red Gate. This will
destroy the village of Wayne and
beautiful land west of the river.
The SEP/STRAWS Rd. is a good
option. Also St. Charles should
have a bridge at Dean Street

(Tape or Staple Here)

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

COMMENT FORM

1310

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

A. JOHN VANDI
35 W. 229 Ring Road Wayne, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to any Red Gate location.
The impact on the historic village of
Wayne will devastate the rural nature.

(Tape or Staple Here)

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Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

137

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Tom Ballaco
510659 Pearson Drive, Wayne IL.

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

ONE: you would be taking my home & home that houses 4 PH/Phen, you would be not take any traffic from Rt 64, people are not going to go 4 miles north to avoid traffic on Rt 64 since Rt 64 road improvements traffic is going to increase. RT 64 EVERY DAY, if you put the bridge at RED gate, you would then have them go north to AVOID PUT THE DAMN BRIDGE AT STREAMS

↓ RUN THE TRAFFIC STRAIGHT EAST STREAMS ↓ DUNAGE TO ARE ALREADY WITHIN STREAMS EAST OF RT 59 & THE BRIDGE AT STREAMS WOULD ALSO GO WEST TO RT 67. YOU ARE DESTROYING SO MANY FAMILIES BY TRYING TO PUT A BRIDGE AT RED GATE. GO LOOK AT THE PAIRIE SC BRIDGE IN ST. CHARLES IT GOES NOWHERE, JUST LIKE THE PROPOSED RED GATE BRIDGE.

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

138

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Suzanne Jovan
21 W 134 Ramsey Road
Wayne, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

I am against the Red Gate Bridge. I feel it will destroy the community & destroy my way of life.

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

139

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

WILLIAM KOLL
33 W 770 ARMY TRAIL
WAYNE

Which hearing did you attend?

X July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

1. WHILE ROADS + BRIDGES ARE NECESSARY, THEIR IMPACT ON NEIGHBORHOODS + PEOPLE LIVES SHOULD BE MINIMIZED AT ALL COSTS.

I STRONGLY URGE THAT NO HOMES OR NEIGHBORHOODS BE DESIGNED TO WIND ROUND + SURROUND THE STAIRS FROM AUGUSTON FOR THIS REGION

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

140

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

GORDON CORRECHT
41881 HONEY HILL CIRCLE
P.O. BOX 97A
WAYNE, IL 60184

Which hearing did you attend?

X July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I STRONGLY OPPOSE ANY OF THE THREE ALIGNMENTS OF THE ROAD GATE CROSSING. ALL OF THESE ALIGNMENTS WILL HAVE SIGNIFICANT, NEGATIVE, LONG-TERM IMPACTS ON WAYNE AND AN SURROUNDING AREAS. THE LAST THING THE COUNTY SHOULD WANT AS AN OUTCOME TO THIS PROCESS IS TO INCREASE TRAFFIC AND POLLUTION, AND OTHERWISE DISRUPT AN AREA WITH SUCH UNIQUE

→ (cont'd)

HISTORICAL AND NATURAL SIGNIFICANCE. THE AREA AFFECTED BY THESE ALIGNMENTS HAS REMAINED OPEN AND RURAL DESPITE GROWTH IN SURROUNDING AREAS. IT WOULD BE A GRAVE MISTAKE TO PROMOTE DISRUPTION OF THE NATURAL RESOURCES AND THE LIVES OF THOUSANDS OF RESIDENTS (WHO CHOSE THE AREA BECAUSE OF ITS UNIQUE CHARACTER).

Fold Here 1

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

141

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Jane M. Schoeder
Wayne Community Area
SN 497 Dunham Rd
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I don't believe any publicity has been given to the fact that Big in St. Charles & Wayne are all in favor of the bridge. Apparently some of the property which would be acquired for a Red Gate Bridge belongs to people affiliated with the St. Charles Central. Use in Wayne area trying very hard to preserve all the trees area

The county of Arona Trail & Junction with the Peabody Riding Club & houses south of club & park at NW 1500 corner are the address that have been listed on the National Register of Historic Sites, the main 54 and Wayne Rd. Old Glen Rock glen club; Prairie Path to the club tracks are another historic site listed on National Register.

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

142

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Patricia H. Garthoff, Waards
Alderman City of St. Charles, IL
417 McKinlay St.
St. Charles, IL 60175
630-584-2791

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

FOR THE CITY OF ST. CHARLES THE RED GATE - ARMY TRAIL CONNECTION IS BEST, BUT ALL 3 ALTERNATIVES ARE WELL AND COME OVERDUE. WITH A PLANNED FIRE STATION NEXT TO WEAVER SCHOOL AND THE SCHOOL BECOMING A HIGH SCHOOL THE NEED BE DONE HERE URGENT THAN EVER. THE UNAVOIDABLE NEGATIVE IMPACT TO EXISTING HOMEOWNERS WILL NEVER BE LESS THAN NOW. THE LONGER WE WAIT THE GREATER WILL BE THE

NUMBER OF PEOPLE OPPOSED THE NW-UP BRIDGE WILL ONLY CAUSE TRAFFIC JAMS AT THE EAST AND WEST TERMINUS OF SUCH A BRIDGE. A RED GATE BRIDGE WILL NOT LESSEN THE AMOUNT OF TRAFFIC ON RTE 64 IN DOWNTOWN, BUT IT WILL FACILITATE AND CONNECT THE NORTHERN HALF OF THE CITY, WHICH GIVING EARLY ACCESS FOR TIME SPANMENT AND THE SCHOOL DISTRICT BOTH OF WHICH SERVE GREAT LEADER THAN THE CITY ITSELF. BUILT IT NOW - PATRICIA H. GARTHOFF

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Type or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

143

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JERRY WARD
Rt 214 Elmwood Ave
St Charles Ill 61771

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I AM CONCERNED ABOUT THE REAL ESTATE BRIDGE PROPOSAL, THE BRIDGE WOULD END UP ABOUT 1/2 BLOCKS FROM MY HOUSE AND I AM WORRIED THAT THIS WILL GREATLY INCREASE THE NOISE AND TRAFFIC CONGESTION IN MY NEIGHBORHOOD, I DONT UNDERSTAND WHY THIS BRIDGE IS EVEN BEING PROPOSED, WHO WILL

(Tape or Staple Here)

IT BEGINS, IT DOESNT GO ANYWHERE THE MAIN PROBLEM AS I SEE IT IS IN THE TOWN OF ST CHARLES WE NEED A BRIDGE THAT BYPASSES TOWN BUT WITHS GOING TO DRIVE AN EXTRA 10 MILES TO GO UP TO THIS BRIDGE. BESIDES IT WOULD MOST LIKELY DESTROY THE TOWN OF WAYNE AS WE KNEW IT AS WELL AS OUR LOCAL FOREST RESERVES. ALL I KNOW IS IF IT GOES IN THE COUNTY HAD BETTER WELL STOP LOOKING MY TAXES!

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

144

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JEFF WIDMER
40 W 306 FARM OAKS
ST. CHARLES ILLINOIS

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

NO NEW BRIDGES
DEAL WITH WHAT YOU HAVE
A TRADE W/ (RAMPAGE TO DUNTON DR ETC)
GO FORWARD -
a) IN CONSTRUCTION ALREADY THERE
NO MORE TO MOVE OR DISPLACE.

(over)

2) HAVE ANY OF YOU BEEN DOWN TOWN ST CHARLES IN THE AFTERNOON WITH THE TRUCK TRAFFIC? IT IS TERRIBLE BEING - YOU CAN NOT STAND ON THE STREET CORNER OR FEEL THAT THE TRUCK WILL KILL YOU! - YOU MUST GET RID OF THE TRUCK TRAFFIC ON ST CHARLES WITH NOT SURVIVE.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

145

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Susana Alikoos
35 W 403 Pinebluffs
St. Charles, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I approve the Red Gate Bridge crossing. It serves no purpose other than as a local bridge. St. Charles needs a bridge to alleviate truck traffic. I believe at the Chicago North Western on the Stearns road bridge gets some place to Red Gate bridge and connects the 31 to the 25 and then there were no truck to go down the river.

I like Stearns Road bridge. I approve the Red Gate bridge. Not only does this bridge open where it is but it does through forest preserve property. It is property bought for the protection of animals and for all the energy and the few green spaces left building the Fox River. I do not believe it is destroying it.

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

146

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Tom Brown
227 N. 2nd St.
Geneva, IL 60134

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

The neighborhood on the west bank of the Fox River that will be destroyed if the north Red Gate Bridge is built is a quiet, beautiful place. What the houses are more than special to the owners because of the unique river location. It is not right that developers make millions on tract homes west of Kendall and we get higher taxes, traffic jams and homes destroyed. My best friend and his family were a displaced by the Lincoln home located.

Blank lines for additional comments.

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

147

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MICHAEL POETRCH
2910 Glenview Dr
St Charles 60174

Which hearing did you attend?

X July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We don't want the bridge on Red Gate Rd
as it serves no need
#1 choice thru town or
#2 Gleason Rd
they would both serve the County's need
better than the other proposed sites

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Return Address: Postage
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

148

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MICHAEL L ALONSO
306250 MANITOWOC LA
Box 247 Wayne, IL 60184

Which hearing did you attend?

X July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I FEEL THAT THE RESCATE CORRIDOR
WOULD NEGATIVELY IMPACT STATE TOWN OF WAYNE
F.I. WOULD DEFINITELY NOT BE AN ALTERN OF SAID
CORRIDOR IN BELLEVUE STRASIS RD CORRIDOR
WOULD PROVIDE A BARRIER ACROSS BRIDGE FOX RIVER

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

119 FOX RIVER BRIDGE CROSSINGS PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kim Almgren
304250 MAPLE TREE LANE
PO Box 247
WAYNE IL 60184-0247

Which hearing did you attend?

[X] July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I AM STRONGLY OPPOSED TO AN ADDITIONAL BRIDGE BEING CONSTRUCTED IN ANY OF THE PROPOSED LOCATIONS!
Kim Almgren

Postage Required
Return Address: Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

COMMENT FORM

150 FOX RIVER BRIDGE CROSSINGS PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Ann Marie Tigges
324140 GAS ST
P.O. Box 363
Wayne IL 60184
private citizen

Which hearing did you attend?

[X] July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I oppose the Red Gate -> Army Trail bridge proposal in particular. I would support a C&P/Steane Road bridge. The area does need additional east/west transportation, lanes - but NOT at the expense of the local and historic attributes of Wayne. The C&P/Steane road connection is cheaper to build and disrupts fewer homes.

much more sensible choice.
St. Charles should bite the bullet themselves - they have encouraged rapid growth on the west side of the river - they should take advantage of the draft of the bridge option themselves. Instead they opt to dump their traffic on a town small enough and could be enough to plan for continuous growth.

Postage Required
Return Address: Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

151

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Charles B. Fingersoll
61771 Riverside Dr.
St. Charles IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W11 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I live on the east side of the river, I have a child in wrestling school. It's rather hard a little more time and space to us to travel with them to get back and forth when to time us many people live and have. It's just not that helpful so we will travel. Show us there who would double the number of a little commiseration.

(Tape or Staple Here)

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Return Address:

Postage
Required

Kane County Division of Transportation
41W11 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

152

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Ron Silke
1601 Cassin Ave
St. Charles, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W11 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Traffic in St. Charles has become un-bearable a bridge at Burlington would help to correct this problem. Even with the main St. bridge project complete, there is still too much thru traffic in St. Charles.

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Return Address:

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Kane County Division of Transportation
41W11 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

153

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

STEVEN J. JOHNSON
PO Box 731
4N 799 Honey Hill
Waukegan, IL 60084

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I strongly object to the construction of the crossing using the Red Gate corridor at Honey Hill Road.
The Stearns/McDonald option clearly makes better sense.

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

154

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

David DeHetz
4N652 Crane Rd.
St. Ch. 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The St. Ch/Doran St. Rd is cheap but impacts the small-tran historical quality of downtown; St. Ch is opposed to it; meanwhile the Red Gate corridor impact the previously not widely forest preserved open space quality; and now St. Ch has come out recommending in favor of the Stearns Rd option with lanes of 100 million vs 4 lanes of Red Gate for 20 million more (only 2 lanes @ Doran St!). The choice seems clear to me. For political, economic, and historical reasons THE STEARNS RD...

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

155

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

N/M OLIVER P. KLINE, JR. (51376 Carlisle Road Rd, Wayne)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Red Gate crossing would create traffic (not transit) and would do untold damage to Wayne with the increased traffic almost any other location (especially the RA in St. Charles) would be a better solution to the problem

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

156

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Elizabeth Ricker
35 W 471 Elder Ave
St Charles IL 60174
Homeowner

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

yes my home is slated for potential destruction however the quality of life of the entire community will be destroyed forever. I don't know anyone who minds driving a few extra minutes to preserve our quality of life. We don't want a rail port - would have chosen to live

(Tape or Staple Here)

in Chicago if we wanted that lifestyle. My husband is an upstanding member of the community, a life long resident of St. Charles who worked very hard to build a home (a beautiful home) for our family life in a peaceful and safe community. The Red Gate corridor bridges are not meant to benefit us but benefit huge development to the west and the rail port.

Return Address: Postage
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

157

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

RICHARD C. JONES, JR.
50195 SURREY ROAD
WAYNE, IL 60184-1111

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I STRONGLY OPPOSE ANY NEW GATE CROSSING BECAUSE OF THE
INEVITABLE ADVERSE IMPACT ON THE UNIQUE CHARACTER OF WAYNE,
A COMMUNITY THAT SHOULD BE PRESERVED FOR THE BENEFIT OF
ALL THOSE LIVING IN KANE + ADJACENT COUNTIES.
Richard

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Return Address:

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Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

158

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Anthony G. Shaver
334327 Main Street
Box 381
Wayne, IL 60184-0321

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to the construction of a
bridge at Red Gate Road continuing on
the approach from Hwy 100. A bridge in
this area will disturb the historic nature
of the Town of Wayne and remove great
preserve land from public use.

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Return Address:

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Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

CRAIG EARLICH
34 W. 513 COLLY DR.
ST. CHARLES IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

STATUS RD ALIGNMENT MAKES MOST SENSE -- IT
SPLITS DISTANCE BETWEEN EXISTING BRIDGES
IN S. ELMHURST + ST. CHARLES. IT ALSO DOES NOT
DISPLACE VERY MANY HOMES. THE WETLAND
ISSUE COULD BE EASILY RESOLVED BY REQUIRING
THAT A LIKE AMOUNT (OR SOMEWHAT GREATER
AMOUNT) OF WETLANDS BE ESTABLISHED TO REPLACE

(Type or Staple Here)

ALL OF THOSE TAKEN. IT ALSO RESOLVES A
TERRIBLE SET-UP WITH THE CURRENT STATUS
DUNHAM/RT. 25 AREA.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

GLADYS STEVENSON
5032 PONIS
NAYNE IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Much in favor of the proposed
Road corridor and in opposition
to the Red Lake bridge connecting
St. Georges Trail Rd. Against any
road being a part of any
bridge situation

(Type or Staple Here)

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

**FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Ian Stevenson
51376 Dow's Rd
Wayne 60187

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

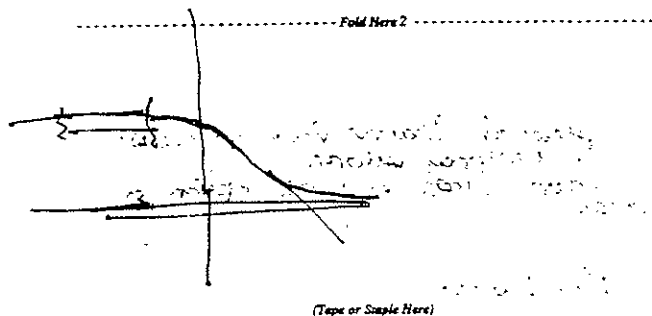
I prefer the Strauss Road because
its a regional bridge.
Dawn Street is nice when
later

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



COMMENT FORM

**FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS**

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Steve Franks
6N 71A Oakwood Road
St. Charles, IL 60179 630-473-9609

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I moved to unincorporated St. Charles 3 years
ago to begin to raise my family - I desired
to get away from the "city lights", heavy traffic
and the associated crime I drive 15 hours to work
each day at Allstate's corporate H.Q. in Northbrook
BECAUSE we want this quiet life, and I don't
want the extra traffic in my neighborhood, nor

do I want my daughter exposed to this!
considers me finally against the Red Gate project.
If people can't deal with the hassle of there is an
of involving the existing bridges then maybe they
should do as I did...
Buy on the East Side

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

_____ Fold Here 2 _____

(Type or Sample Here)

COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

CAROL M. MICHELS
541311 Lewis Road
Wayne, Ill. 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The bridge should not go at Army Trail Road.
The Heritage of Wayne - (an historical
site) would be destroyed - houses of
antiquity which have been restored by
the Quakers by owners, The Dunham Center
(an of ambience) and the Dunham Woods
parking lots would be destroyed - and
original roads and the original

(Type or Staple Here)

Should (which side the town) was
eastward) would not have to go because
the traffic would be less, as shown
to get into the bridge that
Army Trail Road would have to be
closed for accommodation the traffic.
The land into Army Trail Road
would destroy an entire way of life.
a life that has existed since
mid 1800's

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kane C. Crutcher
129254 Fox River Dr.
St. Charles, Ill. 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

CCRP - Stearns Rd straight west seems
the most effective site from major arteries
from East to West. Also with the least
amount of "People" affected.
Why not just widen the bridge in
South Elgin?
Red Gate seems stupid.

(Type or Staple Here)

Blank lined area for additional comments.

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS



PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

NANCY S-JAROSZ
218 N.3 ROAD
ST. CHARLES
ILL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

ARE YOU AWARE OF THE MANY KINDS
OF WILDLIFE THAT LIVE ALONG THE
RAILROAD TRACK IN DOWNTOWN ST. CHARLES.
THERE IS A FAMILY OF FOXES - THAT
CAME FROM THE NORRIS PROPERTY.
ARE YOU AWARE OF THE BOTTLE NECK
ON RT 64 AROUND 4:00 AROUND YOUR
UNDEVELOPED AREA.

WHY HASN'T MORE BEEN DONE TO
ENCOURAGE PUBLIC TRANSPORTATION?
I THINK PEOPLE WOULD GIVE UP THEIR
CARS IF IT MEANT A BRIDGE
WOULDN'T BE BUILT IN THEIR AREA.
WHY - DON'T THE HIGH SCHOOL STUDENTS
TAKE BUSES INSTEAD OF DRIVE?
THE TRAIN INTO CHICAGO IS PACKED!
CITY PEOPLE USE PUBLIC TRANSPORTATION
BECAUSE IT IS AVAILABLE!

Return Address:

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

10 YEARS AGO FEW PEOPLE RECYCLED.
THEN THEY WERE EDUCATED TO ITS
REASON + IT MADE SENSE.
PLEASE TRY THIS AVENUE
THANKS FOR YOUR HELP.

NANCY S-JAROSZ

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS



PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MARINA DELLA MARIS
314478 ARMY TRAIL RD
HOOPER

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I think all of the Kane County Corridors are
unacceptable but the worst would be the
connection with Army Trail Rd because it
would ruin a historical town. Also I think
it is unacceptable because of the expense of
acquiring all the houses that would have to be
condemned.

Return Address:

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

JOHN D. PADGETT
ONE LOCUST COURT
SOUTH ELGIN IL 60177

The CC&P - Villages of South Elgin is done because
1. NOISE to existing large Sub Division.
2. EFFECTS / GROWTH of McLEAN BOWL: HAVE NOT BEEN TAKEN INTO ACCOUNT
3. South Elgin Current Bridge is WEAR

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THE RED GATE BRIDGE PROPOSALS WOULD BE Preferred -
1. Access to NEW / Proposed High School
2. Located V-way Between St. Charles & South Elgin - Minimal EFFECT of Current Sub Divisions
3. Minimize effects of Noise

BE A FUNCTION OF THE WISHES OF THE PEOPLE NOT PURELY LOGISTICS
I AM AGAINST THE 3 RED GATE OPTIONS.
THE DOWNTOWN ST. CHARLES WOULD HELP RELIEVE BT. BY TRAFFIC THE SOUTH ELGIN ROUTE IS WANTED BY THE PEOPLE!

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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168

169

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Laura H. Lamplough

322098 HONEY HILL CIR PO Box 591

20026, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to the Red Gate crossing but support the CCP/Stearns Rd proposal. The socio-economic and environmental impact of the Red Gate crossing is not being considered on the Village of Ripon and all the potential consequences will be out of proportion. In addition, no money was available to support the construction of any other road in the ripon area.

Return Address:

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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170

COMMENT FORM

171

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kelli Johnston
35W 344 Elmwood Ave
St Charles IL 60174

affiliation - proud homeowner

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Red Gate Bridge would be devastating to everyone. It would destroy the natural & historical beauty of Wayne. The bridge & its noise would take away from the scenic neighborhood created below. Homes, beautiful homes, would be destroyed. Our children's playground would be nothing more than a sounding highway overpass. This area has wonderful forest preserves that would no longer exist. Do you think that building →

a bridge so far north that it does not solve regional traffic problems - truck traffic in town, access to schools etc. Redgate is the local practical place to put the bridge. What about the Comprehensiv Plan? County and city?

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

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172

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

173

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sharon A. & James F. Davis
50754 Route 31
Saint Charles, IL 60175
630-377-2006

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We are the farm on the corner of Red Gate + 31. Which either Red Gate Corridor A or B would cut our farm in half. Making it impossible for us to board and feed the horses by traveling the roads on the farm. B comes at the corner of our yard and A goes to close to north barn.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

174

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Martha J. Mitchell, 51562 Guild Ln

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to all 3 Red Gate proposals. C&P - Stearns Rd. would make more sense. There is already heavy truck traffic up there on Stearns. Using Army Trail would essentially destroy a unique remaining historical village.

Blank lines for additional information or notes.

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

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Blank lines for additional information or notes.

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

16

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

David H. Hendry
35 W 87 St. Charles
St. Charles, IL 60174

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Red Gate route will
take road go between the
and the Illinois North
Hawks will no longer be able to

line in the area

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

17b

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

KAREN LYONS
60734 Riverside
St Charles 60174

Which hearing did you attend?

July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

10/10/98 Redgate Alignment - No
10/10/98 - Stearns - South Elgin - West
10/10/98 - Dulage - Wants it - They need it!
ES - Townships - Red so it turned back

Unpleasant St Charles ^{downstream} traffic
with a bridge from Bluffs
from West to East -
Studies say that Redgate
will not help downtown -
help downtown St Charles

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

177
PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Maileyn K. Griffin
32 Woss Army Trail Rd
Utopia, IL 62184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

For: Stearns
Opposed to
Red Gate

Your comments (can be continued on back of form):

The Griffins, Maileyn - James, oppose the
building of the Fox River Bridge at any site in the
Red Gate area. The village of Utopia can not
sustain the inevitable large highway and all that
brings with it -- a destruction of a way of life known in America.
There are also many environmental concerns on
both sides of the River which begin with a

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

178
PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ROBERT L. JEWELLY
1254 WILSON BOATWIP TL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We propose the Chicago Central and Pacific
Railroad Stearns Road Corridor be the
choice for the new central bridge.

request from this commission.
We feel strongly that Stearns Road is the
most logical placement and a true balance
between other bridge in existence. The Stearns/
Humboldt/Rt 65 intersection is a tangle and
a hazard -- it would benefit from consolidation
of the site for the bridge there.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

179
PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Edith Leodan
35 W 418 Elder Ave
St. Charles, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I oppose the Red Gate route because it will take the highway of ground for the people. They will not be able to get water in their area because of the high walls of power. I am a young child, one of our preserve, the environmental center, planning to visit with my family and the Illinois Wildlife Center. I am located less than one mile from the proposed

(Tape or Staple Here)

summary of 8/1/98

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

180
PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

HELEN PIEPER
35 W 418 ELDER AVE
ST. CHARLES 144
630-584-8326

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I have lived in my house 43 yrs. We are too old to start looking for another house. Our children live around here. I hate to move away from them.

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

181

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

LARRY DMIOTAK
36 W 598 Red Gate Rd
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I think they should take out the stop light on Rt 64
between Baker Hotel and Manor
Restaurant. When the light was out when
they repaired Rt 64 traffic flowed
right through. Now that they put it in again
traffic is backed up. They should also
make Rt 64 a one way street and have over →

IL STREET go the OTHER way put
a street on an angle and have it
go to Rt 64 From IL Street Bridge
Why waste the money and make
people on Red gate Plus the school
is there and their will be too much
traffic around the children and
the wild animals Deer.

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

182

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

STEVE FORD
35N 610 PARK LN. ST. CHARLES, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I BELIEVE THAT THE DEAN ST. CORRIDOR
IS THE BEST CHOICE FOR THE BRIDGE SINCE "A"
IT IS THE CHEAPEST, "B" IT RELIEVES RT 64 OF
TRAFFIC CONTINUING THROUGH ST. CHARLES, "C"
IT IS THE SHORTEST ROUTE, "D" IT INTERFERES LEAST
WITH THE ENVIRONMENT (CONST. PONDING/NATURAL BARRIERS)
OVER

THE NEXT BEST CHOICE IS CLIP ST. CHARLES RD
ALTHOUGH IT WOULD NOT RELIEVE GA OF TRAFFIC
IT WOULD BE A TANK ROUTE FROM #209 THE
ELMONT/CHARE EXPRESSWAY TO BE EXTENDED

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

183

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

SUSAN FORD
35W610 PARK LANE
ST. CHARLES, IL 60175
CITIZEN

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

1. None of the alternatives at Redgate are acceptable - won't help traffic congestion on 64 - profound impact on private + public properties on both sides of the river - an illegal, expensive choice
2. CCTP is practical as a regional corridor and is garnering little or no opposition - all involved seem to want it, including Outrage Only

3. CNW + Dear Corridor is the only one that will serve any purpose for the city of St. Charles. Repeated studies + reports have reached that conclusion. It was the best choice for a bypass / 64 alternate 25 yrs ago (when we 1st became aware of studies + discussions) and it is the logical choice for the city today.

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

184

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Eileen Phipps
90 Box 1107
Wayne, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

All alignment I want to be selected. All houses we quit concerned about this house left standing in the shadow of the bridge. The house, extremely negative impact on the area, the demolition to the environment, noise, vibration and the noise would all be too much.

It would be inhuman to leave any house in that area. I don't believe that has been completely addressed in the EIS

Eileen Phipps

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

185

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Paul A. Dwyer Sr.
25 W 788 1/2 St. Charles Dr.
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Logically it makes sense to build the bridge at the C & N / 1/2 St. Charles. My second choice would be the C & P / Stewart - I know there must be a crossing some where. If I had my choice I would like to see both of these bridges built. Thanks for listening - Paul A. Dwyer Sr.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

186

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Adam C. McCarty - Resident
25 W 780 Highway St
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

A bridge at Red gate alignment C makes no sense. It goes through pristine natural forest. Please note that we moved out here to be able to enjoy the school referendium that Busted Bradley School was specifically intended for development on the west side. Not intended on the east side. Furthermore we will close Army Trail road and will defeat the purpose of moving traffic back and forth east.

Blank lined area for return address.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

(Tape or Staple Here)

Wayne to keep Army Trail open which they own!! Further more traffic around the school will increase to create lands where children will be present. In an ice favor of Dean Street due to cost and the bridge will service local businesses.

Adam C. McCarty

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

187

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Warren Hunt
51540 Pimelands Rd
St. Charles, IL
60174
(639) 513-8142

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

OUR HOME, WHICH WE JUST PURCHASED LAST AUGUST 12 ON THE CORNER OF Rt 25 #Pine Lane Rd. It is a home you can see from Army Tank Rd. (The Project Intersection for the Bridge Project). Rt 25 actually runs across the eastern edge of our property with a trash sign just north of the road. Before we purchased our property, we were told by a friend of the road builder, who said we should be careful because we were told by a friend (Age 9 & 5) to play in the yard. It would also have my property un-suitable. I would be happy to help.

(Type or Sample Here)

WHY I WANTED TO HOLD TO HAVE MY FAMILY FROM THE CITY TO SEE A GREAT NATURE-FILLED AREA (THAT I FEEL THIS AREA WOULD BE TOTALLY DESTROYED!!) NOT TO MENTION THE SHELTER HOUSE. I AM FIRMLY AGAINST ANY BRIDGE OR ROAD EXPANSIONS NEAR MY HOME!!

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

188

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Jamot Hunt
51540 Pimelands Rd.
St. Charles, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I think you are forgetting this bridge crossing will destroy our neighborhood. This is home. We bought our house because we liked the nice neighborhood for our children. This crossing would take all that away. It will force us to live with more traffic, noise and pollution.

near our home. Our house is on the corner, this crossing would take away everything we worked so hard to buy. We worked hard for a nice home for our 2 small children, we hoped to be here for many years and raise our family. You are proposing destroying our whole dream. I am VERY opposed to a crossing at this location!

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Type or Sample Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

191
PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JOHN & LYNNA FRASER
5 NORTH G36 ROUTE 25
ST. CHARLES, IL 60174
F A B

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

WE MOVED TO ST. CHARLES FROM EVANSTON 12 YEARS AGO... TO HAVE A LIFE THAT HONORED AND PROTECTED ALL THAT THIS AREA OFFERED; TANGIBLE AND INTANGIBLE. THE ENVIRONMENT, NATURAL AND MANMADE... ENDANGERED IN MANY WAYS FOR BOTH, SHOULD BE LOOKED AT IN A WAY THAT HAS NOT TO THIS POINT. IT CAN NOT BE REPLACED.
(over)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

191
PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

GARY PORTER ; G. Porter & Co.
209 REDDEN CT. 3 N 525 NORTH 12TH ST.
ST. CHARLES, IL 60174 ST. CHARLES, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

MY WIFE AND I OWN A HOME ALONG THE CN&W PROPOSAL (LESS THAN 100'). MY FATHER'S BROTHERS I OWN PROPERTY ON NORTH 12TH ST. (G. PORTER & CO.) G.P. & CO. WOULD BE SEVERELY AFFECTED BY THIS ALTERNATIVE. TO THE POINT OF POSSIBLY RELINQUISHING OR CLOSING OUT BUSINESS AT ITS PRESENT LOCATION. NO ONE HAS APPROACHED

as to date to review our impact, however we are aware that the plans are very preliminary at this point. The CN&W proposal would have a very negative impact on both our home + business.
Gary Porter

Return Address: Postage Required

Kane County Division of Transportation
41W011 Barrington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

(Tape or Staple Here)

COMMENT FORM

192

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Helen Porter
709 Redden Ct
St. Charles

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Roadway proposal would not have
enough easement out of congested
St. Charles. would have to rebuild
2 existing bridges (just rebuild a
few more eas) on 3rd & 310 & 515.
would destroy many historical
pieces

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

113

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JONATHAN SMITH
21483 MESSINA CT
WAYNE IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Red State crossing would destroy
the character of one of the most
beautiful villages in the midwest.
Wayne, IL plan totally &
unwisely opposed.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

194

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Joseph J. Keenan, Violet B. Carlson
62158 Bernard Dr.
St. Charles, MO 63075
30 year residents of Fox River Estates

Which hearing did you attend?
 July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We can only hope that roads will once again totally impact the quality of life and safety in the village of Wayne, IL and especially my parents have invested many good years in the home they purchased - we wish to see some other plans if we would be displaced from this home. One in particular (I have dedicated themselves) would be used to negative reflection. These names are: William and Betty Birkhoff Maple Ave

Will they in these golden years have these vehicles used by people who are concerned with environment and more trucks. (but in the environmental - these last) years on the west side of the river have reported to me that they would prefer alternative via rd 21 or 4 Randall Rd. Disruptive et al. Will also be building bridges for access into west Kane County in Park in Springfield, Illinois? I pray that provide for some specific recommendations!

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

195

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Berta Arias
31 W 43rd Messina Ct.
Wayne, IL 60184

Which hearing did you attend?
 July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Wayne is one of a beautiful of a small small town belonging to the Shawnee National Forest. The proposed road around the town would be the biological beauty for which the village is known. Please protect the peace & beauty of our area.

(Type or Sample Here)

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

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(Type or Sample Here)

COMMENT FORM

106

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PHILIP J. ZAFFER
7 N 297 ETSI
SOUTH CHARLETTA 60177
TAXPAYER

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THE ALIGNMENT THAT MAKES THE
MOST SENSE REGIONALLY &
LOCALLY IS REDGATE STRAIGHT
THRU TO ARMY TRAIL

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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107

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Jon A. Zahn
215 S Jackson St
Batavia IL 60510

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I support the Stearns/CCP corridor only
among the St. Charles area alternatives. It is
a regional ^{solution} - unlike the others. It has
less impact on residences than Red Gate and
less impact on commercial property than Dean St.
The Stearns/CCP will help traffic flow in the
north end of the County and aid economic
development in the South Elgin area. Jon A. Zahn

also with the proposed alignment which bypasses ~~the school~~ ^{the school} ~~the school~~ ^{the school} looks to be the

best. Most of all, please make a de-
cision soon. No matter where you de-
cide to build bridges, someone is going
to be angry. You need to be firm and
do something quickly before it costs more. People
do not want their tax money going to
another study

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

199

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Donna F. Nix
B TEMPLE GARDEN CT.
ST. CHARLES -
TAX PAID -

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

WHY WAS THE PRAIRIE ST. BRIDGE JUST BARELY LEFT OFF!!
BOTH BRIDGES NOW - NOT IN ANOTHER 4 YEARS.
EVERY DAY THE LAND ACQUISITION PRICE DOUBLES.
THIS MEETING IS MERELY ANOTHER INSULT TO OUR ANCESTORS - 4 YEARS AGO
T. PATRICKSON PARK IN ST. CHARLES - ONE OF THE EARLIEST STATE PARKS
HOURS - STUDY - WAS PROPOSED. AND NOW WE ARE TOLD TO GO - FALL 98 -
THE 98 - GIVE 99 -

Blank lines for return address.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

200

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MARGUERITE J. JENSEN RESIDENT OF WAYNE
Box 74 - 34 W 606 ARMY TRAIL ROAD
WAYNE ILL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I believe the stream bed will carry 4 lane traffic
across the river as stream is converted to being a 4 lane
road and would carry more as road drops as dry trail.
I trust the Kane County Transportation Department a roadbed
as Wayne - the bridge always the historic village would
run it. Wayne was here first and should be protected
not penalized.

Blank lines for return address.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

601

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DAVID L. STURD
1120 Waplehill Drive
South Elgin, 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

A bridge over the Fox River at Red Gate Road is the only way to go, as far as transportation service to the expanding areas and development west of the river. Also the new road needs an exit to avoid St. Charles besides going through town. The construction of

bridges one (1) mile apart is not an economic way for transportation needs of this area.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Sample Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

202

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

RICHARD S. STAM
591 E. THORNDALE LN
SOUTH ELGIN, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

It seems inappropriate to build a new 1/2 mile bridge less than 2 miles from an existing bridge. Red Gate should provide more balance in the total planning for this corridor.

Blank lines for return address.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Sample Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

203

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dennis Carlson
716 Westfield Dr.
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Fox River municipalities from Aquinon on the
North to West spacing on the South, all
promote and support residential and
commercial growth. All the bridges will
eventually be needed and should be planned.
Red Gate Corridor should be high priority.
The two lane cross-section on the C&N/Dan St.

(Tape or Sample Here)

Return Address: _____ Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

204

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Susan Bell
POB 1219 Wayne IL
Against Red Gate Crossing

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We have built a lovely home in a quiet
old-fashioned area. We'd like to keep it quiet

(Tape or Sample Here)

Return Address: _____ Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

205

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mary Ann Stuen
1120 Woodlief Dr.
St. Charles, IL 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Rd. Side Corridor seems the logical choice as it appears to be the most direct and would relieve St. Charles of much traffic congestion. The southerly alignment seems most cost effective and would also benefit more of the growing western area.

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

206

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ANDREW R STORAK
92063 FALCON TRAIL
ST. CHARLES IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I HOPE AS A COUNTY BOARD YOU HAVE THE COMPASSION TO TAKE ON THE VILLAGE OF WAYNE AND DO THE RIGHT THING PUT THE BELT & SUSPENSION BRIDGE DOWN TO ARMY TRAIL VIA LED GATE ROAD.

Return Address:

Postage
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Jeanne Morrison
6 N. 14th Willow Road Dr
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I have taken a number of routes to get across the
Fox River and would like to propose a variety of options
regarding access to the river
1. Intersection (Dean Street) - Everyone is concerned
about traffic westbound will be less convenient
regarding the question that needs to be made, when
this route will meet with Rt 64. Currently, traffic

flow of cars that get off at about 12th exit with heavy
traffic on the main street, the Illinois had
Illinois Street bridge - There are many offices and other
businesses in the location, this will greatly impact
the incoming traffic from Duane State
2. CCC / Grand - This route has a bridge approach inside
it exists already. Also the impact of this alignment when
it meets with Duane and Veterans will also cause major
traffic congestion. Because at this time is when 2 lanes and
the amount of traffic will take this route will

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

also ~~great~~ a great impact
3. Red Gate / Henri Tom - This shows the most direct
route and offers the most feasible situation. Traffic
already impacts bridge on the east between 59 + Wayne
people as well as off of Duane + Army Trail.
The future Second High school in St. Charles will be located
here and the need for a quiet route between the
east west side of town is necessary with this aspect
in regards to emergency vehicles
I do not long been know there is the shortest route
between two points - ^(Tape or Staple Here) This route makes the most
someone will be impacted no matter what route is

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

CARL JOHANSSON
95 W 804 HIGHVIEW COURT
ST. CHARLES, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I would favor a bridge along the ESW (Rte 64
to Dean St). In this case, one bridge would
accomplish 2 benefits: 1) a much needed
additional bridge and 2) reduce the incoming
traffic on Rte 64 (main rd) in downtown St. Charles.

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

209

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ANGELO BRAVOS PH.D.
35099 RIVER BRIDGE RD.
ST CHARLES IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The traffic problem we face in St. Charles will only be solved with the ~~new~~ Dean St bridge. This bridge will allow the 20-30% of commercial traffic on Rt 64 to get to the west side (in reverse). I oppose the Pad Gate Bridge & the C&P/steams Rd Bridge, both of which would destroy the beauty of the natural forest preserve, and the grace of

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

210

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

VERNA WILSON
27 WHITE OAK CIRCLE
ST CHARLES

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Padgate bridge is not the logical place to put a bridge. There's nothing between Rt 64 and the lower River bridge. Please on the west side of B-C have a place to get across the river without driving to 64 or S. Egin rd to mention about buses which is a big stream. Prany trail road is the best place for traffic going east through it

bridge that would carry traffic into 64 is just ridiculous. It's already to mess on 64. The road traffic routed across the river from west to 64 from causing more congestion in the center of S-C.
I love south of Rt 64 and have access to the Prairie Avenue bridge because look at this more objectively than those affected by the bridge on the Padgate.

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

211

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

WILLIAM F. LARSEN
61201 WILLOW DRIVE
ST CHARLES IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1994, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

AVOID ROADWAY A+B IT DOES NOT
HELP TO DESTROY HOMES WHEN THE IDEAL
LAND IS AVAILABLE

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

212

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Judith Truitt
Wayne Community Assoc.

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am against the proposal of a bridge crossing
at this site along East Road. This would require
destroying many homes already in the area. I would prefer
to build a bridge over the river instead of through
the neighborhood. I would like to see a bridge
built at the site of the old bridge to the west of
the river. I would like to see a bridge built
at the site of the old bridge to the west of
the river. I would like to see a bridge built
at the site of the old bridge to the west of
the river.

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

213

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Edson Phipps, President
Village of Wayne

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Village of Wayne supports a regional
bridge in the RFP stream corridor. This
bridge will benefit the citizens of
Kane County in the Central Region. The
State of Illinois in its plans that
Kane County has for stream road
and makes plans for a new regional

(Type or Sample Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

214

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Red Gate Corridor is the logical location due
to its location half way between the bridge in
St. Elgin + St. Charles. The proposed bridge in St. Charles
will disturb numerous homes, parks, historic areas etc.
The St. Charles location does not address concerns of
Rt. 25 + Rt. 31.

(Type or Sample Here)

Transportation plan. The Village of Wayne
wishes to oppose the proposed alignment in the
Red Gate Corridor for reasons that include
but are not limited to: environmental
impact on the Fox River, the impact on
the Fox Valley with a marked increase in
traffic which would result in increased
road maintenance costs, etc.
Edson Phipps, President
Village of Wayne

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

215

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JOHN PETERSEN
7 NOBIL VENTURES ST
SOUTH ELGIN
ILL 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

IT DOES NOT MATTER WHAT CORRIDOR YOU CHOOSE
YOU MAKE UP YOUR MIND AND START BUILDING
A BRIDGE. NO MATTER WHERE YOU GO YOU ARE
MAKING SOME PEOPLE MAD

(Tape or Staple Here)

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

216

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Elizabeth A. Gray
31175 Army Trail Rd
Wayne IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am against the bad old bridge crossing. I live in Wayne on
Army Trail Rd which is already busy and crazy with cars.
The noise cannot hold up with the hundreds of people already
speeding through the village, peeing out around corners, etc.
Besides the ~~the~~ disgusting amount of traffic which would
be generated, the pollution with noise and chemicals would
be detrimental to the health of all living things in the

(Tape or Staple Here)

area - humans, animals, birds, and plant life. The environmental
degradation (e.g., ~~pollution~~ would be disgusting and depressing.
I also worry for the safety of all those who live along
the road, especially the children who ride their bikes and
walk to and from Wayne School.

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

217

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

INGER, B. Petersen
7 NOB4 Kearns St.
S. Elgin Ill. 60177

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am for Red Gate crossing!
Just stop talking and start building the bridge!

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

218

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Julie C. Gray
#112775 Army Trail Rd
Warren, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Warren has changed but we
don't need this kind of change
the village will be destroyed and
many of the houses that are close
to the road will have the road
run directly at their doorsteps.
Traffic will be worse than it is now.
It certainly isn't. restful, any more.

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kathy & Mike Kroll
7 N 151 Rt 25
Elgin IL 60120

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to Rt 25 becoming a 4 lane highway. We have a wetland area adjacent to Brewer Creek in front of our house on the east side of Rt. 25. Last year the EPA discovered a rare type of flower there & asked our permission to remove part of it for study.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JEFF PETSINGER
DUNHAM NORTH HONOLULU ASSOCIATION
324 S 27 ROCKEFELLER LANE
MAYNE IL 60144

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

MY FIRST CHOICE IS THE NO ROAD ALTERNATIVE. GIVEN THE HIGH PROBABILITY OF FLOODING, I BELIEVE IT IS BETTER SUITED TO THE SCENARIO THAN IS ALTERNATIVE 1. MY SECOND CHOICE IS THE CANAL/DRAIN STREET ALTERNATIVE DUE TO ITS ENVIRONMENTAL IMPACT AND THAT IT IS ALSO ALIGNED WITH THE NO ROAD ALTERNATIVE ON BOTH SIDES OF ST. CHARLES. MY THIRD CHOICE IS THE STEPHEN'S/UNPAVED ALTERNATIVE.

Return Address: _____

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

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(Type or Sample Here)

CHOICE IS THE STEPHEN'S/UNPAVED ALTERNATIVE. THE MAIN REASON FOR THIS IS THAT I UNDERSTAND SOUTH RIVER BRIDGES THE BRIDGE AND IT REDUCES THE PROBABILITY TO PLACE A BRIDGE IN THE ROAD CASE SCENARIO. I WOULD BE MORE TO POLITICALLY BESTER MY PUBLIC NEEDS AND ENJOY THE VIEW OF THE RIVER BRIDGE CORRIDOR WITHIN A WALKING DISTANCE. IT WILL PROMOTE DEVELOPMENT TO PROMOTE OUR QUALITY OF LIFE. LET THE COMMUNITIES THAT CROSS THE BRIDGE COME TO THE

Return Address: _____

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

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(Type or Sample Here)

COMMENT FORM

221

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dan Wilson
South Elgin Economic Development
(Home) 515 Madison St
S. Elgin, IL 60121

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I strongly support the C-C-P Corridor site. I believe it
offers the greatest positive impact for transportation
and favorable economic development of the east
or west of the segment that is unique to this
plan (as with Red Gate site) could be broken out it would
be helpful (as with 25 to Red Gate) compared to either
of the C-C-P lines) since the Red Gate - C-C-P location

(Tape or Sample Here)

COMMENT FORM

222

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Donald L. Haines
1005 Prairie St.
St. Charles, IL 60174
Alderman St. Charles

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

As a Resident and Representative of St. Charles
I must state that either the B or C
alignment of the Red Gate Corridor must be the
selection. No other alignment will benefit the
city. As of now we already deal with 35000
vehicles a day passing through our main town

(Tape or Sample Here)

have common area. Stan. Benton #35. It
is important to eliminate the differences side by side

Thank you
Dan Wilson

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

Town on Rt 64. we now deal with a high
traffic count as a result, not what we may
face in the future as some proposals of a new location
if some other bridge is built elsewhere.

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

223

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

WITOLD P. PICHIK
430 SO 13TH STREET
ST. CHARLES, IL - 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

BRIDGE BUILDING - THE ROUTE 31 TO ROUTE 2
SIMPLE TWO LANE BRIDGE - DON'T WASTE TIME
IN 1994 COUNTY BOARD STATED THIS WOULD BE
BUILT IF ST. CHARLES BUILT PRAIRIE STREET
GUESS WHAT?? NOTHING HAS HAPPENED YET
ONLY A LOT OF MONEY SPENT ON STUDIES

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

224

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Elaine J. Pichik
430 S. 13TH ST.
ST. CHARLES, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I don't care where you build the bridge,
just build it, somewhere
It is needed very much
I don't think I will ever see any
bridge built in the rest of my life and
am here to live long
Too many studies going on & money

Blank lined area for handwritten notes or return address.

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Type or Sample Here)

located on some of them to be well
have the gates to get this going
Kane County Board get going please
and working

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Type or Sample Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

805

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

HELEN CRAMER
35 W 914 BLUFF DR
ST CHARLES, IL
60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

TO RELIEVE CONGESTION ON NORTH AVE THRU
ST CHARLES I THINK THE (E+W) DRAN ST
CORRIDOR IS THE BEST WAY TO GO. PEOPLE DO NOT
WANT TO DRIVE MILES OUT OF THE WAY TO THE NORTH
TO BYPASS THE CONGESTION IN ST CHARLES. THE (E+W)
DRAN ST CORRIDOR SHOULD (ONLY PASS THE CONGESTION)
JOIN UP WITH NORTH AVE (E+W) AGAIN

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

806

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ANTHONY L CHABUKI
ANNA MARIE CHABUKI
27 W 303 RED LANE RD
6300 513 5652

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

LAY OUT & SIGNALS WOULD DIRECT TRAFFIC
STRAIGHT THRU RANDOLPH INTO THE RESIDENTIAL
AREA WEST OF RANDOLPH INSTEAD OF NORTH TO
BURLINGTON -- IT WOULD BE MUCH EASIER TO
GO STRAIGHT BECAUSE LEFT TURN ON BURLINGTON
AT PRESENT IS ALMOST IMPOSSIBLE.
SCHOOL RD & DEAN ST ARE YOUR BEST BET

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ROLF E. FREDRICK
7NBB1 AMR LAP DR
ST CHARLES, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am in favor of the Red gate corridor.
It seems the Red Gate corridor would alleviate
congestion better and save more families between
S. Elgin and St Charles. No bridge between St Charles
and S Elgin makes no sense.

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JEFFREY J. SWANSON
35W347 ELGIN AVE
ST CHARLES IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

My house is directly in the path of "option A". I
do not oppose the bridge if it does happen to take
that path. I am concerned about the condemnation
process, and what exactly is "Fair Market Value". I have
spoken with a representative from EIR and he has given
me valuable information.
My greatest concern is if the bridge follows "option B",

(See back cont.)

(Tape or Staple Here)

Return Address: _____

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

which is directly behind my house. According to the
study representatives there is no plan to purchase
the house on the south side of Elgin Avenue. When
I built this house in 1994, I chose to do so because
it was in a quiet neighborhood on a dead-end street and
backed up to a forest preserve. I believe that the
county should offer the option of purchasing my house
if it intends to place a 4 lane elevated highway
within 100' of my back yard.

Return Address: _____

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS



PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

KATHIE CONNOLLY
P.O. BOX 143
321670 ROCHEFORT LAKE
WAYNE IL 60187

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am against the Red Gate corridor alignments. All of them. You do NOT need the () pedestrian trail crossings at all. From 50 to 75 there are at least (1)2. The village of Wayne is largely about the horse and the additional traffic a bridge would create would be hazardous to drivers.

and riders alike.
The historic districts of Wayne are not fully represented with the downtown district NOT shown, in addition to several soon to be included homes such as Marguerite Penn's house, the renowned children's author. Wayne residents are committed to preserving our town's rural character. We will do everything in our power to fight an alignment in the Red Gate Corridor. We can accept the ^{Post Office} Delin Street or Steam ^{Postage} alignment. As a taxpayer I am infuriated with the expenses incurred for these studies, artist renderings of bridges!! Time and money wasted. Think of the good that could have been done w/ all the time and money.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS



PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MARY ANNE PEREZ
6 N. OLD OAK RUN CT.
ST CHARLES IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

WESTLING MIDDLE SCHOOL ON RED GATE RD WILL BECOME A HIGH SCHOOL IN 2000. I FEEL THAT HAVING THIS BRIDGE AND ROADWAY RUNNING NEXT TO THE HIGH SCHOOL IS A DANGEROUS SITUATION. SECONDLY THE EAST-WEST ROUTE THEN WINDS AT RANDALL ROAD AND DOES NOT CONNECT TO ADDITIONAL ROADWAYS CONTINUING WESTWARD. IF THE IDEA IS TO INCREASE TRAFFIC FLOW EAST-WEST THIS RED GATE ROAD PROPOSAL WINDS AT

RANDALL ROAD.
I FEEL THAT A CONTINUING ROADWAY EAST-WEST SUCH AS THE C&P STEENS BRIDGE TO Mc DONALD ROAD IS MORE LOGICAL

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DEBORAH HELMUT JAHN
35 E. WACKER DR. CHICAGO ILL 60601
RED GATE RD - FARM

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THIS MAY BE LESS EXPENSIVE THAN OTHER BRIDGE PROPOSALS BUT IT WOULD HAVE THE MOST NEGATIVE IMPACT. IT WOULD DESTROY RED GATE RD & ARMY TRAIL RD. THIS IS ONE OF THE MOST BEAUTIFUL RURAL RESIDENTIAL AREAS IN THE CHICAGO/ILAND AREA & IT WOULD BE DESTROYED WITH TRUCK TRAFFIC & 4 LANE (OR EVEN 2 LANE HWY). IT WOULD DEVALUATE

MILLIONS & MILLIONS OF OWNERS PROPERTIES. IT MAY BE THE MOST CENTRAL LOCATION OF THE BRIDGE PROPOSALS BUT IT IS THE MOST ILLOGICAL OF ALL. WHY WOULD ANYONE WANT TO DESTROY THE ST. CHARLES COMMUNITY AIR FARM WOULD BE DESTROYED (OLD LINCOLN FARM) AND THERE IS TOO MUCH HISTORY HERE TO JUST BULLDOZE OVER. I AM DEFINITELY IN OPPOSITION TO THE RED GATE RD. BRIDGE CROSSING.

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MARY BEAUMOND
49 N 3RD AVE
ST CHARLES IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I just want to recommend the Red Gate crossing (Alternative B). We have had many expressing a want to build to keep our residential area. We would have used this bridge 4 times today.

(Tape or Staple Here)

Blank lined area for additional comments.

Fold Here 1

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

H. David Newkirk
62291 Woodland Rd
St Charles, Ill. 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Build 4th Bridge, location's except the one downtown
St. Charles. In order of use
1. Steens rd
2. Red Gate
3. Baby Rd (get M&Ming Co. to contribute)
4. The 5th extension (get IDOT to build)
get going on this week ASD

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

WILLIAM GROSSKOPF
3441 ARMY TRAIL
ST. CHARLES, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I feel that there should be a
regional 4 lane bridge at Stearns
road and a 2 lane bridge at
C & W / Dean Street. I am not
in favor of a bridge at Red Gate
& Army trail on north of Army
trail. The traffic at Army trail

*It is bad now that I can not
get out of my driveway on Army
trail.*

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

D. Faltyniewicz
BMN, Inc P.O. Box 1015
Lombard, IL 60148

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Our need is to improve transportation -
We should plan for future use minimum
of three bridges are needed.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MARK WEILER
33W 300 BREWSTER CREEK CIRCL
P.O. BOX 1224
WAYNE IL 60184-1224

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Any bridge that connects to Army Trail
road would destroy the historic village
of Wayne - the village of Wayne is
an regional historic area and should
be preserved at all cost.

the village of South Elgin has

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Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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Pass a resolution in favor of the Stearns
road alignment that would route traffic
around the village of Wayne. The
old Stearns road alignment that
connects to Stearns road would serve
to make the road safer.

Fold Here 1

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

237

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JOHN M. LIGHT
5585 DUNHAM TRAIL
WAYNE, IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

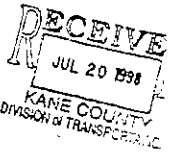
I don't understand why you don't select Stearns Road since that's where the municipalities want it. Government is basically out of control and apparently your group is no exception. It really gets old talking to deaf ears.

(Tape or Staple Here)



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

238

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Nancy M. Krivak
35 W034 Stanton Dr
St. Charles, IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

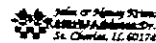
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

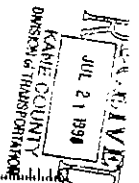
This is the second meeting on the bridge being were attended and at both we have gotten the same answer. The last meeting was at Pittsburg Park. We have asked point blank questions about the second plan for Rd 45. We've been told "Oh it just goes to Rt 45." We explained the second plan goes over one house only to be told "No it's the same as this plan."

(Tape or Staple Here)



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



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139

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Franz Friedrichs
292 Applewood Ln.
North Aurora IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Living in Monroeville and very close to Oak St. my concern
is with the Oak St/Sk. proposed bridge. On the plan
side - I like the idea of relieving congestion that
the current Sk. St. bridge offers. And the design
running up to Kish. Rd. - widening Benton field
looks great. With the growth of the western side of N.A.,
underdevelopment + proposed, a new crossing

is needed. However, NIMBY and not in my
town. The proposed bridge would cut a residential
community in half. And I don't want truck
traffic cutting through town. I support Mayor
Mark Rul. and the N.A. Board's decision to not have
a bridge at Sullivan Rd. be considered within town
through the heart of my town.
Thank you for the opportunity to give my opinion.
P.S. as far as its impact study goes - I don't know anything -
What is the impact on the environment nearby?

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kim Brackett Resident
305 Juniper Dr.
No. Aurora, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am very opposed to the proposed Rt. 56/Oak St.
plan! I urge the planners to consider and re-
consider other options for traffic improvement!
North Aurora is a desirable "little" community now.
Changes as those proposed will drastically affect
our village. If Oak St. goes to 4-lance and
we get a huge bridge, our community will be
destroyed.

with pedestrian and bicycle traffic. If this plan
goes through, our Village will be further divided
North and South. We'll be dissected into quadrants.
I am very concerned with pedestrian crossings
across the newly expanded Oak. I do not want to
see our Village residents living with a 4-lane highway
in their front yards, am opposed to the proposed bridge
due to its negative impact on the families who will
remain on Monroe St. (ie you won't take their homes -
they'll be living on the corner of this monster bridge -
316 Monroe, in particular) - and maybe most of all,

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

I already mourn the loss of
our Village - we'll be a Benton or Aurora. I
built a home & had we served North Aurora because
we wanted a "small"
town
in which to raise our family. Your proposals will
destroy our community in order to facilitate
traffic flow.

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

241

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

GEORGE GLASS
192 MITCHELL LANE
N. AURORA, IL 60542

Village Trustee of N Aurora

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

NO COMMENT AT THIS TIME EXCEPT THAT
WE DO NOT SUPPORT THE BRIDGE AT OAK ST

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

242

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Michael R. Brackett
305 JUNIOR
NORTH AURORA, ILL. 60542

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I have two concerns. The specific impact on
the homes along OAK ST. But more so the
overall impact on our community. We
will be split in 1/2. No longer will we be
able to walk across to the video store
on the park & eat eat eat. You must consider
how to move people around our town and
not by CAR. We must stay a community

That knows each other and is able to
traverse around town, by bike or foot
with out being worried about crossing
a 4 lane road. We must be concerned
with how this impacts the people of North
Aurora not just how we move cars!

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

243

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dave Krantz
490 Birchwood Dr.
N. Aurora Ill 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

An Oak Street Bridge is not a good idea. Oak Street has too many children crossing it to go to school and go to the Highlands Park. By choosing the Oak Street instead of the Marsehart Rd site, you are saying that you value the nature center above our children. If this bridge is built there will be an increase in truck traffic on Oak Street and traffic in general will increase on Oak creating an accident waiting to

happen with our children.
If you go ahead with this bridge I will post for North Aurora to Block Oak Street at Rt 8 to prevent this increase in traffic

----- Fold Here 1 -----
Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

244

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mitch Adamus
320 Hill Ave.
North Aurora Ill 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I'm sure you mostly hear from those opposed, i.e. homeowners that are directly affected. However, I and many others favor the Rt 56/Oak St alignment. The intersection of Rt 56 and 56 is horrible and needs improvement. A new bridge with proper access would be the solution. If the locals are concerned with trucks using the new alignment for access to RR a gross vehicle weight restriction could be posted forcing the trucks to use the

As an ecologist, I don't have any problem with the most direct Red Gate alignment

I am most concerned with the Stearns Rd extension and corridor. I help to manage some of the wetland and natural areas there and have great concerns for the hydrology

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Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

245

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

BARBARA HENZLIK
1040 BANGBURY ROAD
NORTH AURORA, IL

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

OAK STREET IS THE BEST LOGICAL
WAY TO GO. Consideration should
be given to children's safety in
crossing Oak St. Perhaps pedestrian
walk bridge overpasses should
be considered as traffic volume
increases.

(Tape or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

Ab

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Patricia J. Olson
311 W. State St.
North Aurora, IL 60157
(No Aurora resident - 40 yrs)

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Against Fox River Bridge Crossings at Oak/Rt. 56:
will require the use of publicly owned park land and
one acre of the 13 acre Highlands Park -
Oak street from Rt. 56 to Randall Rd. is a Village
road & state cannot take over Oak from the Village
would displace five homes & many parking areas -

Increased ^{near} traffic in homes; many children crossing
Oak to Goodwin School; too much noise to open homes & to
whole village; increasing speed limit; unhealthy gas
fumes right in the middle of the Village!
A part barrier to all pedestrian crossing Oak St.
since area right in the middle of Village.
Village of North Aurora should not be divided
in such a dangerous way!

Return Address: P. Olson
311 W. State St.
North Aurora, IL 60157

RECEIVED
JUL 20 1998
KANE COUNTY
DIVISION OF TRANSPORTATION

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

247

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Bill DeGroot
775 Carnegie Dr.
Batavia 60510

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I drive 2 doors off Fabyan Hwy and I am in favor of additional crossings of the Fox River to alleviate the significant & growing impact of traffic on the Fabyan road. Fabyan Parkway impacts residents from E of Hwy 15 to Rockwell Rd. Rockwell Rd development should not be on the basis of one report to the extent that it is now. It also believe every effort should be made to complete development along I-55 minimizing the impact to home owners by investigating less developed areas and (2) appropriate incentives for

The impact on their property values and the quality of their lives. The Fabyan area development could be benefited most and should expect relief from trucks passing through this corridor. Thus, a site with low residential impact from the 56-100, which would be allow for passing an additional truck route, would be preferable to the proposed route.

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Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

246

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Beverly Holmes
20 N Lincolnway
North Aurora IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am only addressing the Orr/56 Bridge idea. I live 4 houses south of the proposed 4 lane intersection & bridge. A required need for traffic to have East/West shoulder(s) destroy the character of the community I chose for home. The need to have better East/West is currently addressing

in the appropriate way of the Tollway and business roads. Satisfies as planned Illinois & Indiana Road in Aurora as well as Fabyan to the north.

Please consider County plans to previously leave West Road to the north and issue community grants to local community officials.

Beverly Holmes

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

249

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

FRED PAILL
5916 OAK ST.
N. AURORA, IL 60547

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

RE: OAK ST. BRIDGE - S6
THIS BRIDGE LOCATION DOES NOT
MAKE ANY SENSE AT THIS LOCATION
IT WILL CAUSE OAK ST TO
BE THE ALTERNATE TO ORCHARD
ROAD ON THE WEST SIDE OF
NORTH AURORA. IT WOULD
DIVIDE NORTH AURORA

TOTALLY UNNECESSARY.
THERE IS ONLY ONE BRIDGE
LOCATION IN THIS AREA THAT
MAKES SENSE FOR THIS PURPOSE
AND THAT IS MOOSE HEART ROAD.
THE RIGHT OF WAY IS AVAILABLE,
IT WOULD TIE-IN NATURALLY
WITH THE EXISTING ORCHARD RD.
EXTENSION, AND IT WOULD NOT
DIVIDE A COMMUNITY. Etc.....

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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IF THE PEDS THINK IT IMPACTS
THE RED OAK CENTER ADVERSELY
TELL THEM TO STUDY IT AGAIN.
IT DOESNT SEEM TO HURT THE
FABYN AREA MUCH OR AT ALL.
IF YOU CANT BUILD A BRIDGE
WHERE IT MAKES SENSE DONT
BUILD IT AT ALL.

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

250

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kathy Jackiw
717 Lloyd Lane
North Aurora

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Overall, I think the bridge offers a positive impact
on relieving traffic congestion that already exists
at Rt. 25 and Butterfield Rd. My main concern is
access to Village Services (Library, Police, Village
hall). Will police lose time in serving the east side
of North Aurora? We do need to plan for future
growth in the community, and growth means more
traffic. A direct route from Orchard Rd to Kim Rd

seems to be an effective solution. I'm glad to see
accommodations for bike traffic in the plans also
since I use the trails frequently and want safe
access. The most negative impact is on the
residential area along Oak St - I don't envy
their dealing with increased traffic and loss
of property. However, I don't see any other
logical solution to rerouting the proposed
route.

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

161

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JEFF REY A FESSLER
35 W 28Y AVE
ST CHARLES IL 60174

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

on a recent piece of paper please find the distance from the bridge over to my home. This shows all of the obstacles to my house and most of the lanes on the south side of Alder Ave from the back of South side to my house is 185' across. Bridge would take

most of the area and the bridge would be across most of our house with out any wood ground barriers. This would be taking away an advantage of us. Bridge over to on bridge would be the best route

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

COMMENT FORM

252

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

CHARLES E. DAY, JR.
503 S. RAILROAD ST.
MONTGOMERY, IL 60538-1427
FORMER COUNTY (KANE) BOARD MEMBER.
MEMBER BOARD OF REVIEW HEARING OFFICER.
CHIEF MONTGOMERY POLICE COMMISSION

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THE ALIGNMENT OF ROUTE 56 (BUTTERFIELD ROAD) WITH DAY ST IN NORTH ALTOONA BY A NEW BRIDGE IS THE ONLY SENSIBLE CHANGE THAT HAS BEEN NEEDED FOR MANY, MANY YEARS. I HOPE TO LIVE TO SEE IT COME TO BEING.

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

853

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Jim Chambliss
710 Harwood St. N. Aurora

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Bridge on Oak St. Will Ruin A
Nice Village. This is Wrong
Go to Sullivan Rd.

(Type or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

853

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Cynthia A. Randall
330 Sheron Lane
Aurora

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

My Comments Concern the Rt 56 - Oak Street Bridge.

I am opposed to the construction of this bridge, because I feel it is detrimental to the Village of North Aurora and to its residents. The proposed 4 lane bridge would significantly increase traffic thru the city center of North Aurora, and will

(Type or Staple Here)

Destroy the small town charm of the Village. It will reduce property values for the homes along Oak and Butterfield roads and limit access to a hospital for children attending Lindbergh as well as other families using the school. Oak Street also - a 4 lane bridge already exists in this area at Indian Creek in Aurora, and another bridge is being built at Sullivan Road. Therefore, this area does not need another 4 lane bridge.

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

296

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Ida Mae Alcorn
744 Harmony Ct.
No. Aurora, Ill.

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I fear for the dangers to our elementary
school children the many ball teams -
young families using the playground on
Dak. This highway will be too busy
for any of them to cross - it is the
center of our small village

Sacrament Parish - walk to church for
many activities - that too would
would to stop:

Too many Trucks - cars = pollution
We don't need or want it
You would destroy our village!

Fold Here 1

Return Address:
744 Harmony Ct.
N. Aurora, Ill. 60504

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

258

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Shelia Kintop
319 Acorn Dr
N. Aurora

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

(you say no to the bridge) at the natural
openness because of the negative impact to
the animals. How about our little
2 legged animals at the Highland Park?
I think that would be a negative impact
NO - NO - NO!

(Tape or Staple Here)

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

259

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

KAREN A. JOHNSON
409 SPRING ST
NORTH AURORA, IL 60542

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The proposal for the Oak St Bridge looks good to me with the exception up the section by the Silver trails Sub. Oak St should not become 4 lanes should be only 3. It would keep the speed down.

(Tape or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

260

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Paula Ristick
741 Sullivan Rd
Aurora, IL 60506

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I believe an Oak Street Bridge would be a benefit to the community. I disagree with the mayor of North Aurora indicating that we should just have the bridge at Sullivan Road. What about traffic on Oak Street from all the new development by Orchard Road. Route 50 will surely

not handle that type of traffic efficiently. I would be interested to know if a study has been performed to determine what type of impact a bridge would have to the community children, quality of life and businesses in the area.

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

261

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mrs. R. E. Martin
746 Hammond Ct
No. Aurora, IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The impact of the lanes on the
development. The park/tennis field &
soccer field - kids crossing, playing -
in addition to school boys & parents to
crossed school & further what the new
general school board letter of crossing
ground jobs.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

262

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mary Ann Sulphur
1314 S. Dakota
Baton Rouge

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

A bridge over Honey Lane
would be a great route
to Bloomington shopping and
53-255
Good idea

The loss of people turned in to traffic
and the whole feeling of a small town
is gone.
Besides the use of a 4 lane road
within a mile or less of the bridge?
No is my state for a bridge at Oak.
The impact is less regarding the
Pena & Parkway at Mass Street Rd.

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

(Tape or Staple Here)

Blank lines for additional comments.

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

263

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Ron Girkesson
1314 S. BATAVIA AVE
BATAVIA, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Red Oak forest preserve should not be disturbed. The Oak Street proposal will necessitate homes being replaced. The extension of RT 56 (Burlington) in the general North Dundee area.
Red gate crossing in the road just on Rensselaer to RT 25.

(Tape or Staple Here)

Return Address: Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Return Address:

Postage Required

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

264

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Jim Dunas
609 OAK ST.
NORTH AVONDALE
60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

A SUGGESTION MADE TO PUT CLASSICAL GUARDS TO CROSS CHILDREN AT OAK ST. BEFORE AND AFTER SCHOOL DOES NOT ADDRESS THE SAFETY OF CHILDREN DURING OTHER HOURS OR WEEKENDS. WHAT ABOUT SUMMERS? WHO WILL COMPENSATE OWNERS ALONG OAK ST. FOR DECREASED PROPERTY VALUES. WHERE IS THE PLANNING COMMISSION

(Tape or Staple Here)

WHO SHOULD HAVE PLANNED THESE ROADS BEFORE HOMES AND NEIGHBORHOODS WERE BUILT. IF YOU FEEL A DIRT ROAD NEED TO BUILD A BRIDGE AND A 4 LANE HIGHWAY, PUT IT ON MOOSEHORN WHERE IT HAS LESS EFFECT. WHY NOT PUT AN INTERCHANGE OFF OF I-88 ON TO RANDALL RD.

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Return Address: Postage Required

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

265

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Edward Michle
733 Hawthorn Ct.
St. Charles, Ill

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We are against this proposal for a new
bridge at this location

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

266

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

LED - Jackie DEUTSCH
731 NARMONY CT
NORTH HURORA, IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The right of way would be outside our
back yard bedroom windows on Red St.
were unable now to have the windows
open at times of heavy traffic because
of the noise. Had that not been the case
we hear the TV because of traffic.
What about noise and the median

The loss of our property and privacy.
Our lots are small now - used
right away taking more - we
should have no back yard at all.
Our trees and shrubs would be gone
and we paid dearly for - put the
bridge on Burlington road where it
belongs and stop wasting tax payers
money. I shall give the opportunity
of allowing my comments.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

267

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MARY A. RICHENS
Resident
733 Harmony C.

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We oppose the Oak St. Bridge because it would be too close to our back yard. There is a great amount of trucks, police cars and fire trucks now. Please consider our needs.

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

268

July 16, 1998

I cannot imagine twice as much traffic on Oak Street in North Aurora. It is already so busy and LOUD here. We can hardly enjoy our porch now! We already feel like we live next to a busy freeway. We feel that our quality of life would be greatly diminished if the bridge was put on Oak Street, not to mention our property value would go down, traffic would LITERALLY be in our bedrooms and living rooms. We are TOTALLY against putting the bridge on Oak Street in North Aurora. Just because we don't have the money or "pull" of a community like Wayne, we feel we should get just as much consideration! NO BRIDGE!!!!

Respectfully,

Kristine Stolp

Kristine Stolp

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

269

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kerry Leach
602 4th St N.A. 60542

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

1 Bridge would disrupt residential area of N.A.
2 High traffic with school/football soccer & playground would be making noise to this area. The amount of people using park is high. Parking will not be sufficient for use.
3 Safety - High school bus to pick and go to Lawrence School. Extra wait - unsmooth one way. If # of people & cars would be great the looks would destroy the felt looks of a small town community.

(Tape or Staple Here)

4. Traffic - Extra traffic will be a 4 hour, the regional traffic would be N.A. with a village, but in village with as least property, vehicle would go down.

5. There is a bridge study, I had to pay \$800 to get in front - what consider people that are not local (take in N.A. town) could use the above route.
6. Eliminate 006-52 Bridge - Vote Sillman!

----- Fold Here 1 -----

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

270

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

David J. Richards
105 W. Summer Drive
North Aurora, Ill. 60542

#2

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Our elected officials our communities and our neighborhood will all SUFFER. They are so many other ways this money could be spent that would improve our village. Not even a park and split it up. It is definitely something we do not want. Many look good on paper and to

everyone involved (Politicians, Engineers) even had outside the village and if these people lived there they would not fighting go hard as we are. I do have to fight because you never don't take us seriously. We need to be heard - We don't want your bridge give it to someone who wants it. WE DON'T CARE NOT interested! I know my comments are consistent with the residents of North Aurora.

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Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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I doubt whether these comments we are submitting will ever be read! You will probably just toss them in a box

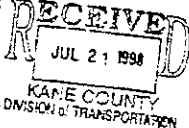
DR

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

271



PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Homeowner — pays big taxes!



D. Kelley

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W111 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

See attached

We do not need another Fox River Bridge. Kane County wants to spend more taxpayers money on this!!! How stupid We already have Fabyan Parkway, Indian Trail, Rt. 56 and Rt. 38 plus Rt. 64. Do you want to cater to truck traffic? Then you have the TOLLWAY 1-88 OR HAS EVERYBODY FORGOTTEN ABOUT IT! We do not need added pollution OR added traffic. why would you want to cater to trucks going to Randal Road? Plus there is not enough money funded yet for the project.

Maybe the Kane County Engineers just want to justify keeping themselves busy? Well find more wildlife refuges.

When I first moved here my garbage was picked up free as part of my county taxes, now I have to pay for it!!! What is going on with you people? STUPID. I have learned never to argue with an unarmed person — or persons. — UNARMED IN THE FACT THAT MENTALLY THEY CANNOT KEEP UP!!! This bridge is a bad idea. We are spending a lot right now on the North Aurora Bridge!!!! FOR CRIPES SAKE..... GET W/ REALITY!!!!

D. Kelley
D. Kelley

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

272

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Michele Bruno
107 N. Juniper Dr.
N. Aurora, IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

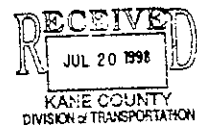
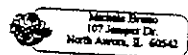
Kane County Division of Transportation
41W111 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

As a new resident of North Aurora, I am opposed to the proposed widening of Oak Street. I moved to North Aurora from the Fox Valley Mall area to get away from the traffic jams and millions of stop lights. My best friend's daughter lives in Highland Park. The children's section of the park is being killed to be able to park on the small

Street South of Oak and walk across Oak to play baseball, rollerball, etc. Widening of the road will definitely decrease the access to this park and it's neighborhood atmosphere. The children who live north of Oak will have a more dangerous road to cross to get to schools, bus stops. Please keep North Aurora a small community!



Kane County Division of Transportation
41W111 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175-8455

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

273

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DONOVAN L. OSBORN
311 W. STATE ST.
NORTH AVONDALE ILL 60542

(Property owned
40 years)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

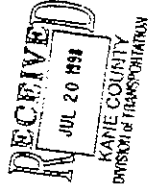
- I oppose the Oak St / Route 56 Bridge Proposal
- ① Doublet traffic volume should bypass North Avon, not cut through the center of it.
- ② Oak St. is a historic narrow rural village street, not a state thruway.
- ③ Heavy traffic would endanger children's safe access to public elementary school

① Heavy, faster and commercial (truck) traffic would cause increased air and noise pollution to residential area.

② Proposed bridge on block from present bridge (Side St.) would destroy present nice valley atmosphere.

Question: I recommend the proposed Sullivan Road bridge and bypass.

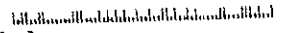
Return Address:
DONOVAN L. OSBORN
311 W STATE ST.
NORTH AVONDALE ILL 60542-1224



Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

401757 6999



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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

274

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

CHRIS W. BROWN 610 OAK ST. EG GARDEN, IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

- OAK ST BRIDGE IS A BAD IDEA - Safety Concern
- Bad Idea backing out of Drive ways or to thru streets - parking to access to Highland Park
- Bad Idea if Sullivan Road

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

275

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

LEONARD BROWN
610 OAK ST.
NORTH ROCK, IL 60542
34 YR RESIDENT AT THIS ADDRESS

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THE MEDIAN BETWEEN OAK ST RD. AND OAK ST. WILL
BE REMOVED, AND ALL HEAVY CAR AND TRUCK TRAFFIC
WILL GO PAST OUR FRONT YARD THIS WILL MEAN MORE
NOISE AND HAZARDS FOR RESIDENTS. ALSO THE PROPERTY
VALUES OF ALL WILL GO DOWN. I AM TOTALLY
OPPOSED TO THIS WIDENING OF OAK ST AND FEEL THAT
RESIDENTS OF THE AREA SHOULD BE CONSIDERED.

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

276

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

SHIRLEY MARTIN
108 W. OAK ST
NORTH ROCK, IL 60542

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I'm strongly against the bridge crossing across
56/rd. rd. - this would divide the village
in half - upset many families - bridge
would be located at Roschlaub road at
Kullback Road the safety of community
& the children who live here. Please
look at the entire site for this project

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

277

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PH SUI CA
21555 Highway 100
BATAVIA IL 60510

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I was pleased to see that Red Oak
Native Center will not be affected
There is so little forest pickup + preservation left we should preserve what

Horizontal lines for address and return address.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

278

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ELMER W MOELLER
740 HARMONY CT
NO BURLINGTON IL 60115

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I agree that Oak St Bldg is
necessary - but opposite the
front of Bldg building you are talking
I will be so close to the road with
you talking Bldg -

Horizontal lines for address and return address.

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

279

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Thomas L. Brummett
Technical Service Coordinator
23 Monroe St.
North Aurora IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to the selection of Oak Street for the new bridge. I think the heart of our village will be greatly affected by this in a "negative" way. Besides people leaving their homes and property, children will be affected on their way to school. People walking, riding bikes etc will now have to deal with an expressway bridge going right through the heart of our village. This is a thoroughly bad idea. Why was Mooseheart location dropped? (over)

They say the EPA will complain if it was done right the Mooseheart location would be much better. Other bridges go over nature trails and preserves. Wouldn't it be better to move a few yards and give them to ~~displace~~ displace people and homes? Besides people pay the taxes to build these bridges and to elect politicians! Let's use our money and our heads wisely. Move the bridge to Mooseheart or some other location. Not Oak Street!

Return Address:

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Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

280

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DuAnn Stevens
26 N. LINCOLNWAY
N. AURORA IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

As I live on the south west corner of A.H. 31 Oak St, if and when they decide on the bridge there, I would like for them to buy the whole property rather than just half, as they would be required to close. I'm really not against the bridge as long as they would buy all the property.

Blank lines for additional comments or notes.

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

281

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

KAREN STEVENS
26 N LINCOLNWAY
NO. AURORA IL 60547

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

IF BRIDGE GOES THRU RT 31 & OAK ST,
WE WOULD PREFER THE PURCHASE OF ALL
OUR PROPERTY, NOT JUST PART AS THE
ROAD WOULD THEN BE ALMOST ON TOP
OF OUR HOUSE.

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

282

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JACQUEL MARGIO
286 ARDENWOOD BLVD
NORTH AURORA IL

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

LOW BE WHY THE COUNTY MUST BUILD THE BRIDGE IN THE FIRST PLACE AND
ON OAK STREET IF THE BRIDGE IS BUILT IN SO IMPORTANT DISTRICT THE
TRAFFIC NORTH TO APPROXIMATE ROAD WHICH IS THE BRIDGE HAS BEEN
THERE ARE FEW HOUSES AND IT DONT BRIDGE INTO RIVER
AND THE NEW BRIDGE BUILT ON I SEE AN OPTION TO BRIDGE
THE BRIDGE IS LIKE THE ROAD + BRIDGE AND BRIDGE CAN
DRIVE TO BRIDGE IN A STRAIGHT LINE. WHY IS THE NEW BRIDGE INTERESTING

(Tape or Staple Here)

BY GOING FOR 15 MIN TO THE BRIDGE MAY BE THE
PROBLEM OF NORTH AURORA BE INCONVENIENT LIKE THE TRUCK &
AUTO TRAFFIC CAN BE DIVERTED TO A ROAD + BRIDGE ALMOST UNDER
MINIMUM ROADWAY BRIDGES IN IT

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

283

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ROBERT A. FISHER
305 VALLEY RD.
NORTH ANDREA, IL 60548

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

MAIN CONCERNS: 1. SPEED LIMIT ON OAK ST.
2. NO HEAVY TRUCK TRAFFIC ON OAK ST. (NOT A DESIGNATED TRUCK ROUTE)*
3. A "FAST" STOPWAY ON OAK + RT 31 W/ PROTECTED LEFT TURN

* BETWEEN RT. 31 WEST TO RANDALL THANK YOU!

(Tape or Staple Here)

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

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COMMENT FORM

284

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

NANCY M. MEADEN
1018 PINE ST.
BATAVIA, IL 60510

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

I would like to express my support for a new bridge at the Oak Street/Bluesia St. Corridor. I think it is necessary to expedite regional traffic movement. It is a major east-west road and the current bridge is not adequate to handle the increased traffic. From what I've observed,

(Tape or Staple Here)

the impact on the approach roads is not that great since much of the right of way is already there. I would hope the safety issues of North Avenue for the children will be addressed, but I believe Oak Street is already a busy road and maybe could be made safer by the road improvements to be implemented. I hope we can conclude these studies soon and build some bridges! Thank you!

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

----- Fold Here 2 -----

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

285

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Olella M. Madala
286 Abbeywood Ln
N. Aurora IL 60548

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

My concerns are as follows:
Why are we cutting the residential section of the village in half? By making this a through street - the streets will be dangerous for my children to walk to school and make it almost impossible for us to exit our subdivision.

Roadways within 2 miles (I-55 and Sullivan) which span the river. The proposed speed limit is 10 mph higher than the one through the business section of our same village. Since I live on the West side, access to the library and park will be limited for my children and there will be increased response time for our emergency services.

If the Mall does come into the West side of town our traffic will be increased way over the present predictions. The noise abatement issues are NOT to be addressed because of space limitations, yet the houses on Oak Forest will be required to back up on to the 45 mph road for our safety, and that of my children, I request that this proposal be reconsidered. Not only will they require busing to school, they will be limited in church parking; a very necessary space constraint already exists.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

issues are NOT to be addressed because of space limitations, yet the houses on Oak Forest will be required to back up on to the 45 mph road for our safety, and that of my children, I request that this proposal be reconsidered. Not only will they require busing to school, they will be limited in church parking; a very necessary space constraint already exists.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

286

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Susan L. Bettcher
279 Abbeywood Ln.
N. Aurora IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

This project is being represented as "Manchester on 56/04/51" why? This is misleading - Manchester Road has been dropped! Why!
The proposed road will have a large negative impact on the West side of North Aurora, e.g. school children crossing Oak Street and home with their parents.

Loss. It has been stated that "only" 1000 houses will be displaced. Surely the homeowners who have the 10 ft or 15 ft before stepping into a four-lane highway (with cars going 40 miles per hour) is displacement!

The damage to Red Oak Nature Center cannot possibly be equal to the problems it (Red Oak) will cause "people". What is more important is how we see no positive impacts for residents of No. Aurora. What we will get is danger, congestion, traffic and a general splitting of our village. All negative in my view.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Type or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

287

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

John K. Williams
200 R.W. Rd
N.A. Ill. 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I oppose the utilization of road 58.
As far as possible, the use of Sullivan Rd
would be a quicker way to get to a road
Rd.

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Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

288

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Maureen Williams
200 R.W. Rd
N.A. Illinois 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I oppose the Rte 58/ Oak St site for
a new bridge.

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Return Address:

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

289

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

LISA GALOR & CHRISTOPHER GALOR
606 OAK ST.
N. AURORA 60512

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

WE ARE STRONGLY OPPOSED TO THE
OAK STREET BRIDGE. WE LIVE ON THE
FRONTAGE STREET THAT WOULD BE
ELIMINATED. WE DON'T WANT A FOUR
LANE HIGHWAY IN OUR FRONT YARD. WE
HAVE TWO SMALL CHILDREN (2 YEARS & 3 MONTHS)
AND WE ARE VERY WORRIED ABOUT THEIR
SAFETY. CURRENTLY THE SPEED LIMIT IS 30 MPH

now 212
cars are traveling at least 15 mph over.
If the speed limit is increased to 40 mph
that means we'll have traffic going
55-60 mph!!! Safety is one of the
major concerns for all the neighborhood
children.

We have a bridge at State St. We don't
need one less than 2 or so blocks North of
it. The State Street bridge is not a
congested bridge and therefore one is needed
elsewhere, not in North Aurora.

We are also opposed to the bridge
because it would affect our property
values greatly. We are just a middle class
family who can't afford to
write out on our home. If the bridge is built we
would be forced to move and
the loss to us would be a great one
one we couldn't afford.

The small town atmosphere of our
village would be forever damaged.

THANK YOU
Lisa & Chris Galor

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

290

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

OAK STREET
SEEMS THE BEST

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

291

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

LARRY G. BETTCHER
279 Abbotswood Lane
No. Aurora, Ill 60612

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Why in the world would you build a 4 lane highway through a small community and not have some stop lights to control traffic? Local children would have a terrible time going to school across a 4 lane

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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Comments not given for any reason

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

292

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

William J. Goswami
612 Oak St
North Aurora, IL 60542
(Aurora)

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Regarding the Oak Street proposed bridge -
I oppose this location because:
a) The increased traffic on Oak Street
will create a greater safety problem
than now exists. Kids cross
Oak Street to go to school and
to get to the park on the north side

b) more brown faces Oak and the value
of it will decrease since it will
be facing a high volume of about traffic
c) Getting on Oak Street from the Access
road will be a real adventure
with four lanes of cars moving
south and west. Someone could
get killed

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

293

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

RONALD C. HANCOCK
717 HARMONY CT.
NORTH AURORA, IL 60542

Which hearing did you attend?

~~X~~ July 13, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THE PROPOSED 12.56-ROADWAY CORRIDOR IS A
POOR CHOICE - 4 LANE TURN RESIDENTIAL AREA
WITH 8 LANE WITH PARALLEL AIRCRAFT
SEPARATE CORRIDOR THE WESTERN PART OF
OAG-54 (RIVER TO RACINE) & BEYOND IS ALMOST
COMPLETELY FILLED WITH PRIVATE RESIDENTS
SOLUTION ROAD OR MOVEMENT RA SEEMS TO
BE A LESS DISRUPTIVE CHOICE.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

294

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mrs. N. Bush
9 CANDLEWICK CT
N. Aurora, IL 60542

Which hearing did you attend?

July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I do not favor the 12.56
corridor.
I favor a 7 lane highway
will be a disaster.

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

(Tape or Staple Here)

Building a barrier 4 lane highway
will divide the community (schools, park)
I think that as big as a
million Ave bridges is being built
by Kansas, it could be enlarged &
shorter to cover the

Return Address:

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Kane County Division of Transportation
41W811 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

295

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Marilyn Parby
517 W. State
N. Aurora, Ill 60542

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them to later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

1. More important than a bridge on Rt 56 is the completion of 56 on the east side of the river into a four lane road.
2. The bridge across Sullivan should be started & completed before we start thinking about a Rt 56 bridge. Then a traffic count should be done.

(Tape or Staple Here)

3. The village of Oak Park - the state does not - would it transfer into a four lane by the state within the consent of the village or taken over through eminent domain?
4. The impact of more lanes on oak would require a stoplight/stoplight for school children & others and also a crossing guard/guard - who pays?
5. Please select a bridge site farther away from the Sullivan road bridge.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

296

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

GERINE ROBERTY
14 - S. SYCAMORE LANE
N. ANROBA IL.
60542

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Don't like a 4 lane on oak
Don't want the bridge on oak

(Tape or Staple Here)

Blank lines for comments on the back of the form.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

297

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Rev. Charles Reichenbacher, A.S.B.
Marion Abbey & Academy
850 Butterfield Rd.
Aurora, IL 60504

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Marion is for the Butterfield Rd / Oak St. Bridge proposal.
We do want to see traffic signals and turn lanes at
the dangerous Butterfield / Mitchell Rd - Hart Rd. intersection.
We also request that left turn / right turn lanes be
installed at Marion Academy's heavily traveled entrance
road.

(Tape or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

298

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

John Spivey-Williams
108 Lawn
North Aurora, IL

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I'm finally pleased that the powers to be
has the insight to propose the OAK ST - Rt 56
Bridge. It just makes so much sense to utilize
all existing structures & build from there.
I'm glad that our tax dollars are being utilized
in a fiscal conservative manner. Thank you
for your attention.

(Tape or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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----- Fold Here 2 -----

COMMENT FORM

299
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Red Wilke - NORTH AURORA

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

IT WILL NEVER HAPPEN BUT MOOSE
HEART RD IS THE ONLY WAY TO
GO.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

COMMENT FORM

300
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JW SPRAGUE-WILLIAMS
108 LONG AVE
NA

DAILY COMMUTER USING N.A. BRIDGE 7:00 AM → West
4:00 PM → EAST

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The CONST / RISK BRIDGE CONNECTION IS NECESSARY!
MORNING & EVENING COMMUTING HAS BECOME MUCH
MORE TIME CONSUMING AND DANGEROUS AT THE
RT 25 / RT. 616 AND RT. 21 / BRIDGE INTERSECTIONS.
WITH CONSTRUCTION VEHICLES CONTRIBUTING TO THE
DIFFICULTY OF UNEXPECTED LEFT TURNS ON THE
WEST SIDE OF THE BRIDGE THE INADEQUACY
OF THE CURRENT BRIDGE FOR HEAVY TRAFFIC

(Tape or Staple Here)

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Return Address: _____ Postage Required

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IS APPARENT.

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Return Address: _____ Postage Required

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

201

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PHILMERA (PA) KISH
4 SOUTH CYPRESS
NORTH AURORA, IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I think this bridge in North Aurora would be a big mistake - dividing the village into two separate entities. Making Oak Street transfer to the existing road and then building for a walkway be a much better choice. Don't spend that money on studies and consultant fees.
Thank you

(Tape or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

202

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

KAREN BOWLING
220 BEIRN LN
NORTH AURORA IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am very much for this proposal. Our existing road is a large hazard area. It is 25 ft to 5 ft in a very dangerous place. I think this will improve our community from being so congested with traffic. Our village is growing daily and we need improvements such as this. The proposal is very impressive.

(Tape or Staple Here)

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

203

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

REV. VINCENT P. BATAILLE
HARMON ABBEY
850 WATERFIELD RD
AURORA IL 60504

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

IN REGARD TO THE PINE/OAK STREET BRIDGE
Traffic on 56 is extremely dense and dangerous
There is no place to go. Current bridge is inadequate
for the amount of traffic & lanes to handle increased
development. On with this traffic light shall
be installed on Hunt/ Mitchell Rd at least
a temporary signpost to cross and has been

(Type or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

304

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JIM + MARLENE MURPHY
729 HARMONY CT
NORTH AURORA, IL
Oak Street is in our back yard

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We feel that a bridge at Sullivan
Road would cause a lot of
traffic straight out past large industry
on Sullivan to Richard Rd and
cause access to Sullivan. Down the
road if this does not work, then look
at a bridge in North Aurora

(Type or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

A main thoroughfare from Aurora to Berlin should
be planned and others can't be easily put in to Berlin.
There has been deaths at the corner. Turning lanes
should also be installed at school crossings for
safety to students and drivers

COMMENT FORM

205

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Peter Jackie
717 Lloyd Lane
North Aurora, IL 60532

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

This seems the most logical answer to Butterfield Road and a new bridge, but has someone checked in to the possibility of using Sullivan Road as the bridge in Aurora.

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

206

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sherry Linker
358 Wildwood Dr
N Aurora IL 60532

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am not in favor of a bridge across Oak because:

- 1) property along Oak Street would be decreased -- lower property value & legal property owners of N. Aurora who will undoubtedly move away
- 2) Children's English - a close proximity to Grandview Highway - Park & Travel to the School - Children spend time to

Have eliminated - there is a big possibility that would have been made before our tax dollars were wanted on a Rt 56 bridge that would not get much use if another bridge (Oak) would be built so close with the village growing, planners need to do more planning and less mindless spending. We moved here to pay twice as much for a house and 3x more tax dollars so we could live in a quieter residential community than we did when we lived in Aurora. I'm afraid soon the two will be one in the same.

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

301

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

LINK Bowling
230 BRIAR LN
NORTH AUSTRIN, IL 60542
630-996-5653

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am primarily interested in the OAK ST - 14 56
CORRIDOR.
A PROPOSED OF THIS SIZE TYPICALLY CANNOT MAKE
EVERYONE HAPPY. OAK STREET RESIDENTS ARE NOT HAPPY
AND I CAN EMPATHIZE WITH THEM. HOWEVER MANY THOUSANDS
OF PEOPLE WILL BENEFIT MUCH MORE BY THE PROPOSED CORRIDOR
(OVER)

(Tape or Staple Here)

The benefits are numerous including being safer to
travel in the area as well as relieve congestion.

My wife and I support the proposal and we intend
to gather support from the area residents.

Sincerely,
Link Bowling

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

303

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

GET THIS PROJECT STARTED BEFORE 2001

(Tape or Staple Here)

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

209

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kristine Webster
304 Oak St
North Aurora, IL 60542

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I understand growth needs but there has to be a better way. This affects far too many residents as well as school children who take at home I don't feel we need two bridges in North Aurora especially so close in proximity

Fold Here 1

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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310

July 16, 1998

To Whom It May Concern:

We as current residents of North Aurora would like to express our firm opinion that a bridge should not be built linking Oak Street directly to Butterfield Road/ Route 56 at Route 25, and that Oak Street should definitely not be widened to become four lanes, with a higher speed limit.

Admittedly, in some instances these changes would be convenient, but we believe that they would negatively impact the small village of North Aurora. Because this village is small, it could not handle so large and busy a thoroughfare dividing it in two. The fact that people would have to give up their homes is not a pleasant one to consider, and disturbing also is the prospect of some residences along Oak Street losing a large portion of their front yards, resulting in what we would certainly consider an unsafe distance from their front door to the edge of a very busy fast-paced, 4-lane parkway. We realize that residents in other cities live with these conditions, but maintaining a less crowded feeling in our village seems to be of high importance to us and those whom we have talked to. There are also several park areas that many children (and adults) use along Oak Street which would be closer to a dangerous road.

We also feel that the Village of North Aurora is simply not a large enough town to be able to absorb another wide, busy road (we already have Route 31, and thankfully the speed limit there is very low - 30mph) right through its middle. Holly works at the Messenger Public Library of North Aurora, and has noticed many new patrons moving into the area who are excited about the community, who like the "small-town" feel, and who are anxious to improve services and programs and community relationships. We feel that such a large street cutting our small village in two would be contrary and detrimental to this mindset.

In summary, though we appreciate the effort being given to relieve traffic situations in the area, we strongly urge those in decision-making positions to not widen Oak Street and raise the speed limit there, but instead to consider putting in a wide bridge at another location such as Sullivan Road, which does not harm the large city of Aurora, and which is already a large road.

Thank you.

Sincerely,
Mike and Holly Hill

Mike & Holly Hill

311

To Whom It May Concern:

YES to the Oak St. bridge in No. Aurora.

I live on the east bank of the Fox River; one block from the bridge, so obviously I encounter the traffic back-ups and dis-like this situation as it now exists. However, an unbiased opinion would rate the rationale of an Oak St.-Rts. 56 bridge as well-founded. It is now even more imperative, since the explosion of growth along Orchard Rd. and beyond has taken place. As proposed two decades ago there are homes on Oak St. that will unfortunately be disrupted, but beyond that no opposition can be logically given.

From the standpoint of practicality, probably no other bridge site is as conducive to this needed change as the Oak St. corridor. At the bridge base on both sides minimal disruption would occur. It's as if someone had this in mind when constructing both roads. I also feel that businesses along the routes would gradually adapt to any changes brought about by this change.

From the standpoint of exhaust emissions: the current bridge is somewhat below sea level grade of both highways. As vehicles back up in both directions gasses would seem to become compacted between the embankments. Traffic flowing at 20 to 40 feet (approx.) above this grade would not produce this effect.

Now is the time to affect this change. Ten years from now, hopefully, North Auroraans won't have to say "Gee, how

51 Baseline Road - Oswego, Illinois 60543 - (708) 859-0090

come we didn't listen to common sense and have a span done?"

David Michels

56 Grant St.
No. Aurora, Ill.

51 Baseline Road - Oswego, Illinois 60543 - (708) 859-0090

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

312

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address

CRAIG RAKOJ
451 N. LAKE PKY.
E. DUNDEE, IL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I BELIEVE THE AREA IS IN NEED OF
ANOTHER BRIDGE. I PERSONALLY SUPPORT
THE BALD ROAD BRIDGE.

Fold Here 1

Return Address:

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Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

FR

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

SOPHIE SPRINGHORN
1500 EXETER LN
S. ELGIN IL 60177

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

One great reason of the terrible congestion
+ -CAV traffic problems which this bridge
will create

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Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

FR

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Jay Griggel
61 Alameda Dr
Civille Ill 60177

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am against Bolt Road bridge
my back yard is on Rt 5 + 1 block
from Bolt - Road To much noise
and Air Pollution by too many
cars.

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE-CROSSINGS
PUBLIC HEARINGS

315

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PATRICK KIRMSSE
112 MOORE RD
CARPENTERSVILLE

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ✓ July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

PLEASE SEE ATTACHED SHEET

The Illinois Natural History Survey bird count that was done in the Bolz Road corridor failed to observe several species of state threatened and endangered species. I would recommend that the count be done in the summer, when these species are more likely to be present. The species listed below were observed within one mile of the proposed Bolz Road Bridge site on the Fox River:

STATE ENDANGERED SPECIES

- *Sharp Shinned Hawk
- *Red Shouldered Hawk
- *Northern Harrier
- *Sand Hill Crane
- *Osprey

STATE THREATENED SPECIES

- *Great Egret
- *Brown Creeper
- *Black Crowned Night Heron
- *Double Created Cormorant

Patrick Kirmsse
Wetland Biologist
Environmental Planning Team
101 Maukegan Road, Suite 960
Lake Bluff, Illinois
(847) 725-1010
(847) 426-2366 (H)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

316

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MICHELLE KINGBURY
12710 ADAMS DR
W DUNDEE IL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ✓ July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

No BOLZ BRIDGE - TRAFFIC
PROBLEMS WOULD BE HARBOR ENDOW ?!

----- Fold Here 1 -----

Return Address:
12710 ADAMS DR

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

317

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Scott DeMuth
1320 Cambridge Dr.
S. Villa IL 60110

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

This concern is increased noise in the
Woodland School / Newage Dr. area - with
to make sure proper detour routes
are actually implemented.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

318

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Scott Adams
1115 Prairie Path Ln
Carpentersville IL 60010
Carpentersville Lake Office

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

From my perspective as a resident of Carpentersville and
a local business owner, it is clear that this transportation corridor
is needed, not only for traffic concerns, but for the future
economic development of our community. There is a
need in our community for growth to facilitate economic
growth in order to provide quality services to the
community, and to fund infrastructure expenditures in the

Major Arguments Claim Environmentally Concerned
and the Loss of several houses while loss of homes is
obviously an important issue, the needs of the larger
community is the priority. In a time when "environmental"
is used as a buzz word to evoke emotions, the
probability is that very little will change. Most government
or business can tell you that nothing happens after construction
and the structure remains shelter cost and home to
plant life, and wildlife. Just look at the bridge of Frankfort
on our Main Street Bridge.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Attention: Fox River Bridges Study

Air Pollution, another concern I do not think is a
credible argument. The area in which this road will
built have already been developed or are in the planning stage
of various types of development that will bring asphalt and
cars. I am not an engineer, however I would think that
the faster moving traffic would move and turn over the air
more effectively than slow traffic. Growth is always a
concern, but from my perspective Carpentersville needs
this bridge to survive!!

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

319

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DENNIS RITTER
1250 WHITE CHAPEL LN
ALHAMBRA IL 60102

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I AM AGAINST THE BOLEZ ROAD BRIDGE

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Return Address: Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

320

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DOROTHY GRIGGLES
61 ALAMEDA DR. G'VILLE

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I'm AGAINST THE BOLEZ ROAD BRIDGE.
BECAUSE WE HAVE P.D.'S IN OUR BACKYARD
AND BOLEZ RD. ONE BLOCK AWAY. LET RAGE
AND THOSE WHO WANT THIS BRIDGE LIVE
IN THIS CORNER. ALAMEDA DR. & BOLEZ RD.
AFTER THIS BRIDGE IS BUILT. THE NOISE &
CAR FUMES!

----- Fold Here 1 -----

Return Address: Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

(Tape or Staple Here)

221
July 22, 1998

Re: Bolz Bridge

Dear Sir or Madam:

I have no doubt that you are all intelligent human beings. Winning a political race requires intelligence as well as oft-cited perseverance and stamina. However, the stance you have taken on the Bolz Bridge makes me question your decision-making abilities. The citizens voted against the bridge. Why do you push for a \$45 million project that the majority voted against?

My family purchased our house in June of 98, our home builder Kimball Hill and the Village of Algonquin did not inform us of the proposed Bolz Bridge project. Our home backs up to Longmeadow, the street that will back up to the new highway. In addition, I recently discovered that our neighbors who purchased their home before and after ours signed a document that explained the possibility of Bolz Bridge. The fact that Village of Algonquin or Kimball Hill didn't inform us of this bridge is certainly a deceptive practice. Even if the bridge isn't built for five or ten years I still have to inform potential buyers of Bolz Bridge. This will have a great effect on my selling price.

Let the majority vote stand if even by one vote. I would like to remind you that you were elected to represent the people and uphold the majority rule.

Sincerely,

Concerned Richmond Lane Homeowner

COMMENT FORM

221

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sue Kostas
35W 220 Crescent
Powder

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

Your comments (can be continued on back of form):

would rather see existing roads
improved instead of Bolz bridge built
Proposed Bolz bridge is too close
to McHenry County that (McHenry City)
will benefit with Bolz bridge. We
than have city.

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridge Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

323

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

TOM & GAIL RHODES

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

It appears this has been well thought out - its time to act now!
The 601/2 Rd bridge seems to be the best alternative for this area.
As a resident of Old Town 601/6, we have seen traffic manage road.
Mac Henry County should - as they were

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Type or Stamp Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

324

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

D.W. SILVERMAN
946 DIANE AV
BIRKEN LIL

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

1. The continued growth and development of Kane County is a fact that must be dealt with!
2. The County (and State) have a joint duty to plan for and manage the resulting traffic of development.

be major beneficiaries - be major contributors to this construction.

Return Address:

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3. This effort is an excellent example of the County and State doing what they are obligated to do. Well Done!
4. 601/2 Rd - yes
601/6 Rd - probably
601/6 Gate - does not but most desirable
601/6 St. - maybe

Return Address:

Postage Required

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(Type or Stamp Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

325

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mrs. Barbara Siljestrom
946 Diane Av.
Elgin

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 X July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

According to my knowledge gained thru cross and info from those who are working on this - the displays and information are accurate and leave no question as to the need. I feel that by time a decision is made and property acquired the volume of traffic will be already showing up. Hopefully this won't prove to be too little to late.

(Type or Staple Here)

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Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

924

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ROBERT W. SILJESTROM
946 Diane Av.
ELGIN ILL 60123

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 X July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

1. The need for long range planning for traffic management is a necessary task for the County of Kane
2. This effort is presenting a responsible response to this need.

(Type or Staple Here)

3

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

320

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JIM BLANK
72 MILLER DR.
LITH ILL 60102

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I THINK THE BOLE RD. PROPOSITION IS AN EXCELLENT ONE THAT SHOULD BE SERIOUSLY CONSIDERED IN HELPING TO ALLEVIATE CONGESTION PROBLEMS IN BOTH DODD TOWN ALCONQUIN AND OLD CIVIC (MAIN ST BRIDGE). I REALLY HOPE THE PLAN GOES THROUGH.

(Tape or Staple Here)

Blank lined area for return address.

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

321

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

James L. Smith
116 King William St
St. Charles, Ill. 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Utilize existing bridges on I 90 and 72 near Old Alconquin (elevated). The proposed alternative would be funded largely by Kane County and the nearby counties of Alconquin would be the main beneficiary.

(Tape or Staple Here)

Blank lined area for return address.

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS



PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ROBERT & ELAINE WARMACH
35435 LATHROP LN
DUNDEE

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I believe that before the bridge corridor is paved, Route 25 should extend north of Algonquin & then cross the river joining Rt. 31. Route 31 should be widened to 4 lanes - perhaps to Crystal Lake, and the Algonquin Western bypass implemented. If another bridge is found necessary, put it in from Route 25 to the new 4 lane 31 only; & see how

traffic flows.
It would be a shame to put all the
entire corridor if it wasn't needed.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS



PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

THERESA BLANK

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I BELIEVE THE ^{BOYZ RD} BRIDGE WILL BENEFIT ALL TOWNS & VILLAGES SURROUNDING THE NEW BRIDGE. I HOPE WE DO GET THE BOYZ RD. BRIDGE BECAUSE I'M ALWAYS LOOKING FOR WAYS TO AVOID THE TRAFFIC AT RT. 31 & RT. 62. MY ALTERNATE ROUTES TAKE ME THROUGH RESIDENTIAL AREAS THAT I DO NOT LIVE IN AND IF MORE PEOPLE USE THE SOME ALTERNATE ROUTES, THESE STREETS WHERE CHILDREN PLAY WILL NOT

THE NEXT 10-15 YEARS - AND WE NEED TO PLAN NOW FOR THE FUTURE OF EVERYBODY.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JANET FIELD + George Field
115 BOLZ ROAD
CARPENTERSVILLE, IL 60110-1103
HOME OWNER

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41 W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

1 we MATOR CONCERN: NOISE LEVEL, Privacy,
③ TAXES as a Kane County homeowner with Hebbly
County getting no benefit to cross Fox River
because of del the new construction in
Algonquin & Lake in the Hills + Carpentersville.
On West side of river it gets increasingly
more difficult to go shopping at Spring Hill
Mall so we understand the need for

*this new road which would bring some
benefit to us. We support the bridge
if our concerns of increased taxes,
privacy and an even greater noise level
for us.*

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41 W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)



The Kane County Board
Geneva, Illinois

This bridge/corridor is another example of corporate welfare. The tax payers pay for the road that allow the corporate/development complex to expand their bases into our communities, forest preserves and farmland. While we're debating the lack of merit for this highway, developers are negotiating as we speak - Algonquin reports a 1200 acre business park in the works - no doubt leaving buildings vacant closer into the city. NIPC has confirmed that the NE corner of Illinois has only grown in population by 4% over the past 2 decades while we've devoured land at an increased rate of 40 to 50 %. We're chomping on strip malls, many of them vacant because businesses have moved to the newer strip sometimes only blocks away. It is not progress to provide opportunities for anymore Walgreens and other box stores of their ilk. Why create another vehicle for this kind of development, changing yet another sector of our landscape into ugly, monotonous, shopping arenas and promoting the rapid and complete paving over of NE Kane County. Don't do it. Find real solutions to real problems. Study after study confirms that new roads fill up with the new traffic that that very same new road generates. In an undeveloped landscape, New roads in fact, determine how an area will develop. The citizens of Dundee Township have spoken loud and clear in four referendums - that this is not how we want to develop. We voted to save open space in referendums to save Bonnie Dundee Golf Course and Raceway Woods. We voted to create a Township Open Space District to save hundreds of acres. We Voted NO on building this Belt Road Corridor. Don't ignore our voices. We've worked hard to protect what we value in Dundee Township. The citizens of Dundee Township don't want this road/bridge.

Jane Keibler
17N415 Ranch Road
Dundee, IL 60118
(847) 428-5594

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

John D. Cowley
1475 Knolly Place Dr
Elgin IL 60123

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

This is in regards to the Stearns Rd location. We live in the wind bridge South Subdivision directly North of the proposed route. We are concerned that Woodstock Rd which will tie into the new roadway and also goes through our subdivision will experience a drastic volume increase.

(Tape or Staple Here)

July 17, 1998

The Courier-News
P.O. Box 531
Elgin, IL 60121

Ed Regalado
500 Windham Trail
Carpentersville, IL 60110
(847) 836-0504

Down Reader's Viewpoint

If you don't like the message, shoot the messenger! Opponents of the Boltz Road bridge will tell you that those in favor of the bridge are "deceptive" and in favor of a "destructive project". Anytime you build, something is destroyed. Where does lumber come from? These emotional "tags" are designed to defame opponents and deal more with emotion than facts.

The real question is not about building a bridge but should we be for or against development?

If Carpentersville was not going to grow, I too would be against building another bridge. But projections say Kane Counties population will increase by 70% in the next 20 years, 10,000 of those in Carpentersville. The village currently has a proposal for a 365 unit development west of the river with others planned. The majority of these folks work east of the river! How will they cross over? Critics would say, don't approve the project. Legally, we have no choice. If a developer meets the annexation requirements, we must approve the development. Growth has come to the west side of Carpentersville and there is little anyone can do about it.

One option in the Kane County study was to do nothing. Under that plan it reported, "peak travel period may last three and a half hours and the queues may reach 1 1/2 miles long, exceeding through several intersections." (Pages 1-15) Shades of Schaumburg traffic!

It is absurd to think that any elected official would promote a project that they saw as destructive and harmful to their residents as bridge opponents have claimed. The decision to do nothing could also be interpreted as being destructive and harmful.

Building a bridge for the future does not solve the problems of today and won't solve them for the future. Another crossing in Carpentersville will help unite a village that is destined to grow on the west side and help bring prosperity and convenience to all citizens of Carpentersville.

Our society is geared to think of the "now" but responsible elected officials must plan for the future. Planning for a new bridge in Carpentersville may not be popular now but I believe it is the right thing to do. If we don't build a bridge now, future traffic demands will make us revisit this issue. The longer we wait, more people will be adversely impacted by the delay and the cost will increase. The Main Street bridge will funnel increased traffic into the old town section of Carpentersville and traffic throughout the day will increase dramatically adversely changing our original residential neighborhood.

Both sides of this issue feel they are right. Only the future will truly decide!

Sincerely,

Ed Regalado
Trustee Carpentersville

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

337
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ELMER COSMAN
19N399 RANDALL RD
DUNDEE ILL
60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

*We sure need all the Bridges
The sooner the better*

Both Bridge is need Very badly

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

336
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mrs. Elmer Cosman
19N399 Randall Rd
Dundee - Ill 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

*Both rd bridge badly needed and help meet
roads very inadequate for working people.*

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kenneth Jacobsen
1305 Wilson
Carpentersville, IL, 60110

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Beltz Road Bridge + Corridor
Should not be built, your impact
Study is a joke, Kage is a
joke.

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Tom Hammose
DUNDON TOWNSHIP PARK DISTRICT
21 N. WASHINGTON ST.
C. VILLI, IL - 60110

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

COMMENTS ON BEHALF OF THE PARK DISTRICT RELAY
AS STATED IN LETTER DATED NOV. 21, 1997

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Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Paula Laurer, Trustee, Village of East Dundee
619 Hillcrest Ct
W. Dundee IL 60118

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to this bridge for a number of reasons, the first being the
ability of the site. It is a very small area and will bring in much additional development. It will
bring in more traffic. I don't see it will help traffic congestion in the area, rather
it will cause it to get out of hand. It is a beautiful scenic area and we should
preserve it. It will destroy a beautiful scenic area and we should preserve
our wildlife, outdoors and a view that is a treasure in Kane County.
I am also extremely concerned about the way the lanes and
procedures in the current EIS and the proposed EIS demand that a supplement
be prepared to...

I am also concerned about the funding for the bridge program in its entirety. I am not sure if it really serves?

version is very broad. Some habitat acquisition and easements include DDT is stated that will support the bridge. This is untrue! The village board has voted against it! (2) The first road 3,126 voters voted against the bridge (name the road in the Kane County election for Dan Reed) in the referendum. A defecting of position, was not in the EIS! when not? (3) The study says there are no endangered plants, which there are, and objects to reconstruct the Bank from (4) The wildlife study was a joke - it was done in February, three years ago when it would be very difficult to view wildlife. To say with authority that there are no state endangered species, except herons, etc. in the corridor is a joke. Last, if the referendum were binding, we wouldn't be discussing this. We are not bound by majority. I don't see how it ever... how goodman!

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Steve Prosser
19 N. 238 Angeline
Algonquin IL 60102
(The one under the Bridge)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

After living here 15 yrs - I believe I know more about my community!
and the same of the local alternatives made - furthermore, why
can't the bridge be moved up so as not to displace home owners along
the river - This way I could stay and with the whole valley die a
slow death - Seems to me that home owners land could be conserved
north of proposed location - but the rural land belongs to them - All the
better to displace the people home owners - W. Steve Prosser don't build it!

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Tom Hughes
6209 Providence Dr
Carpenterville Ill

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I would suggest the Boltz Road
proposal be put on hold until the
changes currently being made to the
62/21 intersection can be measured as
a solution to some of the congestion
now present each day - the completion
of RANDALL Road from 72 North would

solve much of the current problem & should
have been completed in 1998. Those responsible
for the delay should be made to spend 2
hours each day in a car at Binnie Rd. or Huntley
the traffic crossing the 67 bridge comes
from the north in the AM & heads north in the
PM. A site for crossing further north
would seem a better solution, somewhere
in McHenry County.

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MR. H. CLINT BREEDIN
1260 White Chapel W.
Algonquin Il. 60122

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Noise from highway NO THANK YOU!
Fast moving cars turning on White Chapel (w/ 22)
Small kids NO THANK YOU!
GOING NORTH FROM I 40 (4) bridges to rt. 62 that's quite
ALST MOVE IT NORTH !!!
Will you keep it all single family homes. I hope!!

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

3313

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Steve P. Curry
521 Tyler Drive
Carpentersville, IL 60110

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am opposed to the Bolez Highway as proposed.
The proposal would require nine residences to be
removed. It would come within 30 feet of several homes
on Navajo in Carpentersville and would
come within 150 feet of Woodland school -- through
Hickory Hill Park adjacent to that school.
People who have lived in their homes for

decades would be displaced. To kick them out
of their homes after many years of paying taxes
is a travesty. When some one purchases land and
has a home on that land, it should be theirs as
promised. No one should have the right to take their
land away from them. To me, the rights of homeowner
supercede the right of a person to travel quickly from
point A to point B. To toss long-time residents
off their property is immoral. It is NOT the way to build
community!

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

3411

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Timothy Evans
1531 Richmond Ln
Albany, IL 6002

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Bolez to be built should create a Traffic
Relief, not be a business corridor. Bolez Road
will not address the majority of Traffic in the
Puller Area, and Area. The Western
Bypass will take care of that.
No Bolez Road Bridge!!

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Susan L Hurley
35W319 Forest
Dundee IL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I believe information was incorrect about Carpenter'sville being "Fox" the Boltz Road Bridge. They are not, according to Board meetings I have attended. Too many people are not aware of the fact. This is a 4-LANE highway not just a bridge over the

Fox River My Access Road ^{to 31} (Kaker Da.) will be closed. Forest is NOT OPEN. THE County would have to put in a paved road for us to get to 31. At 31 + forest it is a blind curve. Unless 31 is realigned, to go North out of forest is impossible. TRY IT!

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Ed + Sarah Emerson
7 Hickory Dr
Carpentersville IL 60110-1646

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

My Husband + I are against the Boltz Road Bridge. We do not like the idea of tearing down peoples homes to reconstruct a bridge. We don't feel it is to Ruelle's benefit at this location. The Lake Maria bridge made more sense with a lot less destruction of property. The Boltz Rd Bridge seems to be to get congestion away from Rt 62 + all it will do is dump it on 31 with no hope of widening. We voted in people into office that were opposed to the Boltz Rd Bridge + we voted this bridge down. The or 230 plan clearly demonstrates the

desire to protect natural resources and the agricultural regions to the west - building a growth corridor is at cross purposes with the stated goal of preservation - Alternatives should include channeling grow into areas that have adequate transportation either in place now or that can be reasonably increased.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

(Tape or Staple Here)

July 22, 1998

Attention Kane County Board:

We are writing in regards to the Bolz Road bridge, which is being considered. We want to go on record as being VERY MUCH AGAINST the construction of the bridge and the roadway, which would be associated with it. We live in the Willoughby Farms community of Algonquin and are concerned about the noise and congestion it will create. While we realize that Kimball Hill built and landscaped a berm along the existing stretch of road, which will be associated with this proposal, there will still be a disruption to our community and a negative effect upon our property values.

It is fact that Carpentersville has a higher crime rate than Algonquin. Building this bridge and road will only allow that crime rate to spread into our community.

The inevitable development along a well-traveled road is also a concern. Businesses will spring up along this road and will add to the noise, congestion and the disruption of the peace and quiet which exists here now. We don't need to take away the open land, which is home to wildlife for the sake of a road.

The money, which is projected for the Bolz Road project would be much better spent correcting the intersection of Rt. 31 and Rt. 62. Also, lets not forget that in last fall's elections, the Bolz Road proposal was VOTED DOWN by the residents. Don't the voter's opinions mean anything to you? It will during the next election.

Sincerely,

Daniel Hans Elizabeth Jokers

Mr. & Mrs. Daniel Hans
1470 Richmond Lane
Algonquin, Illinois 60102
(847) 458-1938

(OVER)

I DO NOT BELIEVE RESIDENTS OF KANE COUNTY
(CENTRAL + SOUTHERN) WOULD DERIVE ANY BENEFIT
FROM A "NORTH END BRIDGE" - CHANCES ARE ANY
RESIDENT SOUTH OF HIGHWAY 72 WOULD NEVER USE
THE BRIDGE.
I FEEL A BRIDGE IN THE CENTRAL PART OF THE COUNTY
WOULD BE OF GREATER BENEFIT TO ALL RESIDENTS.
I ALSO QUESTION THE PERSONAL BENEFIT TO MEMBERS
OF THE KANE COUNTY BOARD & *State of Illinois*

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Comments

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

359
AUG FRANCIS
35W 315 PRESENT
DUDEER IL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

*I oppose Bolz Bridge. If we lose the
valuable land to TRAFFIC it will
NEVER BE REPLACED. IF KANE COUNTY
ASK THE ENGINEERING FIRM CONDUCTED
THIS STUDY - THE CONSULTANT FIRM MAY
HAVE A BETTER SOLUTION, AS ONE
PERSON FROM THE CONSULTING FIRM SAID*

*THEY WERE ASKED TO STUDY THE
3 BRIDGES - NOT ALTERNATIVES.
THE MCHENAY RESIDENTS WILL BE
THE HEAVY USERS OF BOLZ BRIDGE
- EVEN IF THEY HELP FUND THIS -
WHO WILL CONTINUE THE MAINTENANCE
& SAFETY OF THE HIGHWAY? - KANE CO.
OF COURSE. IF THE HOUSING
INCREASE WHO BRIDGE - CAN YOU
IMAGINE... WILL HAPPEN
WHEN A BRIDGE IS BUILT.*

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

351

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Bill Crane
RE/MAX Tri-Coralty
174 Pleasant Trail
Carpentersville IL 60110

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I definitely believe the Bolts Road Bridge will help the entire area.

As a Real Estate Agent I answer questions about traffic problems every day. People do chose where to move based on easy access and traffic flow.

The Bolt Road Bridge would allow for further expansion without more congestion.

More people move west every year and they need to be able to get across the River easily.

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

352

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Ellen Bortolotti
1157 Denver Dr
Carpentersville IL 60110

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Not knowing how bad traffic is in southern Kane Co. or how the population is I can only comment on my local area. I think the bridge is needed in the Bolt Rd area. Having to cross the river, Carpentersville or Algonquin is very difficult. I would like to know what will happen to the animals in the

area and we keep building and tearing up this power we should compensate them also.

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

353

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MARTIN J. O'CONNOR
218 So. 7th St
Dundee IL

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

WE NEED THE BRIDGE (EAST ROAD) TO
RELEASE CONGESTION IN OGDEN
VILLE & THE DUNDEE BRIDGE A
GOOD NEIGHBOR TO ALSO BUILD
IS INDENTIFIED AND CAN'T WAIT
WE (DUNDEE) NEED RELIEF!

(Tape or Staple Here)

Return Address: _____ Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

354

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Josanne Jacobsen
135 Wilson
Cardonville IL
60110

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I would like to say that I am against
the Fox River bridge. It would destroy
Hickory Hills Park and I don't want
to see it! It would also destroy
trees & wildlife yet another thing
I would not like to see. There are
so many suggestions in this project

(Tape or Staple Here)

I can hardly see how it's worth even
considering if any strongly against
this project !!!

Return Address: _____ Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

355
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mary Curry
524 Taylor Blvd
Carpentersville, IL
60110-2329

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Believe there should be an alternative to the Baby Rd
Bypass/Corridor. There are intelligent alternatives.
A bypass road is an alternative along I-90.
For how much money was blown already on the
planning of this project. What a waste especially after
the Environmental Impact Statement had to be written!!
That money was wasted. There are alternatives in the area.
Some areas want a bypass/corridor - they will be 7.6 to 7.7

Let's not rush to build a bridge - get your
feet on concrete first. The bridge/corridor was
not even to be considered. (Mike's thing) I don't know if
it's still in the air with some development.
We better be able to handle our traffic without
going with development. Do you really believe that under upper
development from the school regional bank of farm
District 200 is suffering from lack of appropriate
funding. Let the bridge/corridor wait until certain demand
is reached. How should we pay for it? - can you accommodate them?
There are another idea down for regarding the bridge project.
They were were brought out in letters to the editor.
Say No to Baby Rd Bridge Corridor/thing!
It's a bad move - plan.

Return Address: Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Postage Required
Attention: Fox River Bridges Study
Most sincerely,
Mary Curry

(Tape or Staple Here)

COMMENT FORM

356
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dolores Duncan
43 Sparrow
Carpentersville IL 60110

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am against the Baby Rd Bridge. There are
bridges on Rt 62 & E 72 and Main St
Carpentersville - We don't need another one
within a 5 mile area. The Baby Rd Bridge
would be to alleviate traffic from Lake in the Hills/
Algonquin. Let those towns build a bridge.
I frequently travel Rt 31 North of Rt 62 and

can see that is where a bridge is needed.
I can see that this will be easements to
connect to the Forest Preserve and Fox River in the
area. I can also see what happens with
unbridled development. Just look at DuPage
County towns such as Addison, Rome, Western
Lebanon, Naperville.

Return Address: Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175
Postage Required
Attention: Fox River Bridges Study

(Tape or Staple Here)

COMMENT FORM

357
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Lucy Delap
18 WENHOLE AVE
EAST JUDAS ILL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

WE SHOULD IMPROVE EXISTING ROADWAYS BEFORE
BUILDING NEW. WE SHOULD PLACE VALUE ON
THE UNDEVELOPED NATURAL AREAS THAT WE SO
EASILY SACRIFICE FOR ROAD DEVELOPMENT
WHICH ONLY EXAGGERATE GROWTH PROBLEMS - NOT
SOLVE THEM
FREQUENTLY TRAFFIC AT THE CONGESTED CORNERS

(Tape or Staple Here)

OF 60 + 31 IS JUST AS BAD IF NOT WORSE
GOING NORTH + SOUTH AS EAST + WEST. BOLT-
ROAD DEVELOPMENT WILL NOT ADDRESS THE
NORTH / SOUTH CORRIDOR AT ALL.
UNLESS SUPPORTED BY A MAJORITY OF THE
PEOPLE WHO WILL BE DIRECTLY AFFECTED BY
PROXIMITY TO THE ROAD, THIS DEVELOPMENT
SHOULD NOT PROCEED FOR THE FORESEEABLE FUTURE.

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

358
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Deanne Ebers
1531 Richmond Ln.
Algonquin, IL 60108

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Not for Boltz Road Bridge since
my backyard faces Longmeadow Park.
& we have two children in our family
& would not want the traffic behind
us.

(Tape or Staple Here)

Return Address: Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

259
Loraine Chumbley SHOE
35 W 319 Front Street
Ottawa IL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

1. *removed the amount of Capital... of the RD... it is in support of...*
2. *... ..*
3. *... ..*

4. *Algonquin needs another bypass in stead of in addition to within bypass in Algonquin*
5. *... .. E-W passage from Rt 59 to Rt 47 to West/West to East*

Return Address:

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

240
BARB BERTRAM
35W 415 LATHROP
DOW DEE IL

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I strongly object to the spending of Kane County funds to support a road that will primarily benefit Mc Henry County residents. The Mc Henry county board are the ones who have allowed the builders to squeeze in as many houses as they can on an acre and apparently don't

care whether how many cars they brought with them. This swelling of people has affected my well too. The level has dropped approx 100' in the last few years. Let Mc Henry make Rts 62 and 31 and Randolph. It's time for our Kane county representatives to start supporting us - not looking to make things easier for commercial development in Algonquin & McHen

Return Address:

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Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

** and when you say 30% is federal, I believe we taxpayers are also funding the federal portion.*

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

TARA McDONALD-JACOBSEN
15 N 615 ELGIN AVE
DUNDAS IL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I believe that if the proposed bridge (Boly Rd) is implemented many precious resources will be lost forever, namely Hickory Hill Park all the wildlife that will disappear forever. Also it occurs to me that if the bridge does go through then it will create more traffic, more congestion and it will be like a stepping stone to get someone else. In other words, why live in a place

(Type or Staple Here)

like Cassinville or Dundas if all its going to be good for is getting the place to another. It will lose its quality for a livable community that people will want to put down roots.

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mark Torgtz
1253 Mandarator Dr.
Crystal Lake IL 60014

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I live in Crystal Lake and take Rt62 thru Algonquin to work 5 days a week in the morning and evening rush hours. Waiting in traffic along Rt62 and Rt31 takes on average about 10 minutes to get thru Rt62 and Rt31 each time. I don't know how the people of Algonquin can live with all of this traffic thru their town. 25 years ago new bridge proposals went up to build north of Rt62. Nothing

(Type or Staple Here)

happened then. It's only getting worse, please build new bridges now before future homes + business go in to the area making it impossible.

Thank You
Mark Torgtz

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

312 FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

LARRY BRASCH
213 WASHINGTON
CIVILLE, ILL

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We need bridges to help move
traffic across Fox River

Fold Here 1

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

304 FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sunny Rao
18 N/S of Woodcrest Lane
Quincy, IL 60175

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I very strongly oppose the construction
of the bridge over the river. This is a beautiful
area and should be left as is. The time has
come to preserve what little open space we
have.
The major traffic problem is in Algonquin
lets let them solve their problem with the

help of Mallery county.
Please, don't do on the bridge road
construction.
Thank you

Fold Here 1

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

365
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

FRAN FRANCIS
35W 305 CRESCENT DR
DUNDAS IL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I OPPOSE THIS BRIDGE. IF WE
LOSE THIS OPEN LAND IT CANNOT BE
REPLACE PEOPLE ARE CREATIVE +
CAN FIND ALTERNATES AVAILABLE -
IF MCHENRY HAS NO
CONTRACT ON BUILDING HOUSES

(Tape or Staple Here)

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Return Address:

Postage
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

366
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dorothy Bordenaro
35W240 LATROP LN
DUNDAS, IL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I see no reason for this bridge "except" to help out
McHenry County. I've lived at this address for
22 years and see how many one of counties (Kane +
McHenry) want this road yet I question for what?
It will only bring more traffic that our town
to go to Scherborn to do their shopping not to
Dundas to spend their money, but live where. Why
should we have to pay more to pay for this road when

(Tape or Staple Here)

we will not benefit from it. It's to late
to fix the traffic on route 31 + 42 they
should have thought about this a long time
ago but they didn't now we have to share in
their burden. Well I do not want this bridge
I don't want to have more cars + truck
near my home. I have to worry about other
people using our road. I say NO to the bridge

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Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JANET LARSEN
353 DARTMOUTH DR. ELGIN IL 60123
LIVED 38 OR SO YEARS ON NAVAJO DR. (PARENTS STILL LIVE THERE)
ALSO LIVED AT 166 AUSTIN AVE 5 YEARS UNTIL 1-30-98

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

- A. It will cut Hickory Hills Park in half
- B. It will cut Algonquin Shores Park in half
- C. It will cause the quality of life in our community to be less than it is.
- D. It will put endangered species

(Tape or Staple Here)

E. It will DEGRADE THE FOX RIVER AND ITS SHORELINE.
F. It will ONLY ~~Further~~ HELP TO FURTHER DEVELOP THE AREA W/ OF THE RIVER.
I STRONGLY OBJECT TO THE BALZ ROAD BRIDGE

Janet C. Larsen

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Billita Jacobson
1305 Wilson
Carpentersville
Citizens Action Team

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The E.I.S. Statement on the Balz Corridor is flawed. I demand a supplement be added with a true study of the impact this project will have on wildlife and plants. The Balz Road Corridor contains more agricultural areas

upland forests than any other Corridor yet officials claim no environmental damage in this corridor. The Carpentersville Board voted to approve this project yet the report states they support it! Also the referendum results that the majority of voters rejected this site - was not included. Also the status of lead soil contamination due to the alignment through the gun club should be expanded.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

36A
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JAMES C. ERITTS, JR.
1370 White Chapel Lane
Algonquin, IL 60102

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

SHARPE ROAD BRIDGE (40,000 CARS/DAY) IS THE
WAY TO GO. IT OPENS A WIDE STRETCH OF FOX
RIVER WITH NO EXISTING BRIDGES & WOULD
BE CENTRAL TO THE COUNTY.

NO TO THE BOLZ ROAD BRIDGE CROSSING!
NOT CENTRALLY LOCATED FOR KANE COUNTY.

Algonquin could best route East/West
traffic through the previously -unmarked
Transportation Corridor in McHenry Co.

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

37D
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Margaret Librande
205 N Lincoln Ave
Carpentersville, IL 60110

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

IT IS THE RESPONSIBILITY OF THE BOARD TO LISTEN TO THE
MAJORITY OF THE VOTERS WHEN THEY VOTED AGAINST THE BOLZ
RD. BRIDGE. THERE IS ALREADY TOO MUCH GROWTH IN THE
FOX VALLEY, THIS WILL ONLY ADD TO THE CONGESTION. I
OPPOSE THIS PROPOSED BRIDGE AND THINK THE BOARD
NEEDS TO CONSIDER ALTERNATIVE SOLUTIONS. I BELIEVE
CONGESTION COULD BE REDUCED BY WIDENING RT 31. IT
SEEMS THE NORTH-SOUTH TRAFFIC IS WORSE THAN EAST-WEST.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

371

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Bruce + Esther Weiss
35050 Crescent Dr.
W. Dundee, IL 60118

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Re: Boy Rd. Corridor
If this corridor is chosen as one to be advanced further, we like where the road is now, ^(south of station) the cement dr. However, houses are impacted, the road is straightened rather than curving north to cement & back south again, the road does not cross Rt 31 just to the south of a tree coming out of a drainage ditch.

(Tape or Staple Here)

make it more safe. Unfortunately, houses that are being built increasing traffic, & eventually more roads are needed. Please do try to preserve as much open land as possible with any of the proposals.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

372

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

STEVEN GREENE & BRENDA GREENE
105 Bolt
CARPENTERSVILLE, ILL. 60110

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The idea of changing the betterment of land of downtown in the common good great, but there are some roads problems with the Bolt Rd. area. The road as drawn is too far off. It is way to close to our houses & the woodshed. I am not a...

(Tape or Staple Here)

of Carpentersville new area many pieces of putting in the area & down to Bolt Rd. It is in its best interest to maximize the change investment. In other words, put another row of houses across from Bolt Rd. then increase the width 100' to 200' ft. No to allow this I would be present to that the Carpentersville Mayor this year. We would also get the bypass done away from the Glen. I will write up comment.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Paul & Sonia Eubert
1490 Richmond Lane
Algonquin

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We are very much opposed to the proposed
Burl Rd Corridor. We moved to Algonquin
from Schaumburg hoping to escape the
concrete & commercialism associated with Big
City life. We wanted to raise our two children
in a community with small town charm.
We thought we found such a community

(Tape or Staple Here)

in Algonquin/Lake in the Hills. The Burl
road corridor will completely destroy that
charm. We stand ready with our neighbors
and the rest of our community to do what
ever it takes (through legal means) to stand
against this horrible proposed desecration
of our property values and community charm.
Thank you for listening
Paul Eubert

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

STAN JENKNER
2070 PINE TREE LN
ALTON ILL. 60102

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THE BURL ROAD CORRIDOR EXHIBIT WAS WELL DONE
& TRULY BROUGHT OUT THAT IT WOULD CAUSE THE
LOSS OF RESISTANCE. IT PRESENTS ITSELF
AS MOST FAVORABLE. COST-TRAFFIC CONTROL-
AND TIE IN TO ALL COMMUNITIES.
IN THE BUSINESS WORLD THEY SAY "TIME IS MONEY".
LET US STOP THIS WASTE OF ALL WHO LIVE IN THESE
TRAFFIC JAMS. TO SOME 67+31 IS A JOKE - TO OTHERS A DISASTER.

(Tape or Staple Here)

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JAMES R. THOMAS JR.
1247 FOXRIVER DR.
CARPENTERSVILLE, IL 60110

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Boltz Rd Bridge is desperately needed to adequately serve the regional. Besides the obvious benefit to residents living west of the river, it will serve as a relief valve for east side residents as well. While I agree several smaller bridges like in St. Charles would be more

appealing, two issues rise immediately:
1. The cost of such a plan and without the benefit of Federal Funding would be prohibitive.
2. The effects of disturbing wild life in several areas instead of just one would be obviously more than the transportation benefits. It is also noted that emergency traffic as well. An emergency route from Elmhurst to Morrisville can be as long as 15 minutes. A road to Fox River or back can also be as long. The cost's and feasibility of such stations are all informed. A substitution cannot respond, only personal and Police need to have unrestricted access eastward and Fire needs to move its apparatus both
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

ways as well. Main St bridge is inadequate and in need of repair and causes the quality of life in Old town to suffer.

----- Fold Here 2 -----

The bridge will not cause more development, it is already here. Arguing that more commercial park is illustrative of that. It will only be a matter of time before the Huntley/Randall interventions will be the most dangerous in the County. We need to solve tomorrow's problems today before we are in a no win situation. Please act on this project soon.
(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Meg Harris
3512225 Cherokee Dr
Dundee, IL 60118

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

1. Why doesn't the vote taken at election time mean anything? Why can our politicians discount the people's voice in the Boltz Road Bridge issue. We voted against the bridge and yet our officials do what we want because everyone is going to get paid in some way or another.
2. I don't know anyone who is living in Kane County that wants this bridge. Millions of dollars

they are the ones that would use the bridge and would be least effected by it.
3. The environmental study is a bunch of selected crap. None of what is true. If you were hired not to report wildlife and flowers + plants that are endangered you won't report them + that is exactly what they did. Heavy bias in favor of the bridge is not going to help our environment. Doesn't anyone think of the children + saving our natural environment we still do have Mexico + Mexico

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

----- Fold Here 2 -----

Let Kane County have a choice in this Boltz Bridge before we ruin the beauty of the land. Widen the existing bridges - do what should be done some time redoing costs more but if it means saving open land it should be done.

(Tape or Staple Here)

COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

V. Evitts
Algonquin

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I am against the Boltz Rd crossing.
Because I don't understand why Algonquin
can continue to issue permits for
houses along Longmeadow Pkwy
while at the same time planulating
the Boltz Rd location.
It appears on your maps that the

(Tape or Staple Here)

Algonquin Rd would carry the
west traffic as well as provide
a crossing in an area that
has none for a great distance

Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM



FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Michael J Kilbourne
1726 Foxonside Dr
Carpentersville IL 60110

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

You cannot stick your head in the sand and chant
"no growth, no growth" over and over again.
Growth along Bondall Road is already here -
and the area (residential, commercial and industry)
will continue with or without NSU bridge(s). Local
and county governments need to work together
and build the bridges needed to address current

and future needs. A vocal minority has hidden behind
the ever-popular "save the trees" slogan. Look around
you - Kane County is full of trees and forest land.
I will bet anyone that less than 1% of my neighbors would
use the land taken by the Boltz Road bridge and
more than 90% would use the new bridge weekly!
The Boltz Road Bridge/Corridor would address
the vital need in Carpentersville to speed up - assist
emergency response from the east to west side of the
village.

Fold Here 1

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

Look to the future - not the past. The north end of
Kane County will continue to grow - with or without
the Boltz Road Bridge/Corridor. Address today's and
tomorrow's needs. Do not band to the vocal minority.
At one point even their houses were part of a forest.

Michael J. Kilbourne

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Adele Suvaynik
10 Autumn Trail
Barrington, IL 60010

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

① Safety of my 7 year old son -
Bola road should not extend
from Route 25 through a very
populated area & near a school -
② Cost - Kane County Board was
presented with a bad road cost

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dave Alessio
1821 ARBORDALE LN
ALGONQUIN
(KANE COUNTY)

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I think the Bola road bridge will increase
the quality of life throughout Algonquin, Carpentersville,
& Sleepy Hollow. As more people move here, they will
increasingly choose backroads & residential streets
as the look for shortcuts to the existing crossings.
This is dangerous & frustration of the older
residents will be locked in their neighborhood by

the budget from - Cathy Hulbut for 6/22
news paper article - I do not want to
fund a bridge with my Kane County
tax dollars to benefit McHenry County -
③ Additional growth - the Bola RD
bridge will bring more developers -
we need to get growth in control -
not encourage it.
④ Bola RD does not use existing
Roadways - It is all residential & family
I strongly oppose destroying more open
Return Address: for roads & subdivisions
Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2
⑤ The impact to the neighborhood is wrong
and should be considered - Peoples homes,
roads & families - consider your family.
I am fine -
Do not put Bola RD Bridge
past Route 25

(Tape or Staple Here)

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Clyde Larsen
353 Dartmouth Dr.
Elgin, IL 60123
PROPERTY OWNER AT 100 Austin Ave
C'VILLE, IL - RAISED IN CARPENTERSVILLE
AND LIVED THERE UNTIL 1/31/98.

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I STRONGLY OBJECT TO BUILDING THE
BOLZ ROAD BRIDGE. IT WILL SERIOUSLY
DAMAGE THE QUALITY OF LIFE FOR THE
COMMUNITY. IT WILL HAVE A DISASTROUS
AFFECT ON THE WILDLIFE, PLANTS,
RIVER, AND THE AIR THAT WE ALL
BREATHE. IT WILL RUIN OUR NEIGH
BORHOODS AND REMOTE EVEN MORE

(Type or Staple Here)

CUTRAGEOUS GROWTH ON THE WEST SIDE OF
THE RIVER HOW CAN WE SACRIFICE SEVERAL
HARPS - CUT IN HALF BY A 4-LANE HIGH
AND TRAFFIC'S WHERE WILL THE ENDANGERED
SPECIES THAT LIVE ALONG THE RIVER GO?
THIS WILL ONLY BENEFIT THE MONEY HUNGRY
DEVELOPERS WHO WANT TO RADE WHATS LEFT OF
THE OPEN SPACE IN THE COUNTY (KANE) ALONG WITH
LITH AND MCHENRY COUNTY ARE THE BIG
WINNERS IF THIS IS A PROVED, NOT THE
PEOPLE OF DUNDEE TOWNSHIP.

Return Address:

Postage
Required

HOW CAN WE RUIN ONE OF
THE MOST SCENIC AND BEAUTIFUL PARTS
OF THE RIVER BY SLOPPING A 4-LAN

BRIDGE ACROSS IT? THE
FOX RIVER IS A MAJOR ASSET TO THE COU
AND THIS BRIDGE WILL DEPRECIATE THAT
BRIDGE
ASSET. THANKS FOR THE CHANCE TO
LET MY OPINION BE VOICED.

Fold Here 2

Clyde Larsen

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dan Smyczynski
10 Autumn Trail
Barrington Hills, IL 60010

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

IF YOU PUT THROUGH THIS BOLZ RD BRIDGE
PROJECT YOU WILL ANNOYOUSLY AFFECT THE
OPEN SPACE POLICY OF DUNDEE TOWNSHIP. YOU WILL
ENCOURAGE WILDLIFE & WILDFLOWERS TO BE
SAVED FROM EXTINCTION AT WOODLAND SCHOOL. YOU
WILL TAKE AWAY DISTRICT LAND WHICH IS SET
ASIDE FOR RECREATION AND OPEN SPACE. ALSO, KANE
COUNTY DOES NOT HAVE THE FUNDS TO DO THIS PROJECT

(Type or Staple Here)

SEE THE ARTICLE OF 6/22/98 FROM THE ELGIN
COURIER.

IF YOU GIVE PERMIT OVER THE VIEW FROM
AT ROUTE 21. YOU WILL GIVE SOMEONE OVER
SCHOOL BUS PARK AND APPROX 1000 BUS TRIPS
ONE EXTRA MILE EACH WAY!!!
BEIN LACK OF PROPERLY VALUED THAT YOU "LOST"
WILL NOT BE REMEDIED.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Terry Hain
1 Autumn Trail
Barrington Hills, IL 60010

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

My concern is the light at ^{proposed} Ratz Rd & 62 has accident reports. Deaths - traffic closing of road & several 2.5% Batenas been removed. Will the natural flow of water being diverted into property not prepared to process the change that can take open space so close to a school -

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Return Address:

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Kane County Division of Transportation
41W011 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The taxpayer recently voted against the referendum to increase taxes for our badly overcrowded schools - who will pay for the highway to be built? I understand the government will fund 9 million. Where will the add 150 million come from? Studies have shown initially the road will alleviate congestion but 5 years down the road 90% of the traffic on that

road will be traffic generated by that road (strip malls, grocery stores etc.) This highway should not be through the middle of two residential subdivisions. Many houses were built too close to the proposed highway and many homeowners not told about the development to come. The proper environmental surveys were not done - no wildlife survey. A bird survey was done in the middle of winter. I oppose this bridge

----- Fold Here 1 -----
Return Address: Postage Required

Kane County Division of Transportation
41W011 Barrington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

385 FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

It's important to read where is the bridge
coming from? where will the people in
the houses (to be torn down) go? Is
there concern for the wild life in
these areas?
If you can prove all are considered
and have a reasonable answer for the
above you have my vote.

386

----- Fold Here 1 -----

Return Address:

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Type or Stamp Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Susan Horney
1218 Timber Dr
Sleepy Hollow, Ill

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The Oak Highway corridor violates the City's 2000 Landuse Plan in 6 of its 9 objectives. There is no local cost share available. A 50-60 million dollar corridor ~~can~~ ^{is} available with the 1-2% federal funding now available. (9.3 million fed funds = 50-60 million)

(Tape or Staple Here)

dollar corridor
This bridge corridor will add enormous amounts of congestion to an area already in gridlock - it would not reduce existing congestion per consensus of transportation model. 3/26 Quadra Township residents voted NO!!! Listen to your constituents

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Nancy Stone
Box 203
Lapeer, IL 60184

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

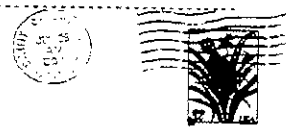
Your comments (can be continued on back of form):

I would like to register my disapproval of the Red Gate site & all of the adjacent alignments. Development of this site would disrupt public forest preserve lands & destroy a potentially rich Native American archaeological site.

(Tape or Staple Here)

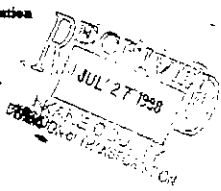
Blank lines for return address.

Return Address:



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



(Tape or Staple Here)

COMMENT FORM

388
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Alma Spangler
31 Southgate
St. Charles IL 60176

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I think the nearest bridge should be
at Ridgely. It should not be the only
new bridge. It needs to be a regional
bridge, just across it from Rt 25 not
connected to any trail road, necessarily.
Common road road seems like the best
place to reduce traffic from downtown
on east side of river.

(Tape or Staple Here)

Return Address:



Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175/8998

Fold Here 2

COMMENT FORM

390
FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

MAURO ROTH
33 W 265 S
Elgin (mailing) Wayne IL
60120

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

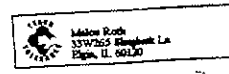
Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

The best proposal is the one which is least
disruptive to the environment, to homes
and families.
Bad bridge crossing is outrageous. This one
will affect 27 families & is most
expensive. I cannot understand why

it is even being considered.
Actually - all that has to happen is to eliminate
parking on main st!!
I travel through St Charles downtown all
the time. It's not bad at all!
St Charles residents moved to what side
& now they want to disrupt everyone to get
across the river. OUTRAGE!



POSTAGE WILL BE PAID BY ADDRESSEE



Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175+8412

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

791

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

RANDY & Helen Newsome
1651 CAMBRIA LN.
Algonquin, IL 60102

Which hearing did you attend? ^{just moved in}
July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We are very much opposed to making a 4 lane road out of Long Meadow. This would increase the traffic near the school, making it dangerous for the children. We already have Alg Rd (62) Higgins Rd and the tollroad, don't waste more money that could be used to repave Sleepy Hollow Rd.

We moved here to Algonquin, because it was so rural and quiet. Lets not decrease our property values by widening Long Meadow. Please give this serious thought.

Sincerely
Helen Newsome
Randy Newsome

Return Address:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

892

PAGE 1

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

M/M EDWARD PETERS
182 MISTWOOD LN
NORTH AURORA
IL 60542-1096
630-906-1338

Which hearing did you attend?
July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

E. ARE AGAINST THE OAK ST. BRIDGE AND WIDENING OF OAK ST. TO 2 LANE. WE WOULD LOSE TOO MUCH OF OUR LAND, AND INCREASED LOCAL TRAFFIC WOULD COME TOO CLOSE TO THE BACK OF OUR HOME. ABSOLUTELY NO PROVISIONS HAVE BEEN MADE BY KANE COUNTY TO PROVIDE FOR THE SAFETY FROM THE INCREASED SPEEDING TRAFFIC FOR THE PEOPLE LIVING OAK ST. INCREASED NOISE POLLUTION AND HEAVY VIBRATIONS FROM LARGE TRUCKS WOULD BE UNBEARABLE. YOUR REPRESENTATIVE SAID NO PLANS TO DATE

HAVE BEEN MADE AS TO WHAT WILL HAPPEN TO THE BLANK AREA. HOW THIS PARTICULAR AREA WILL BE FINISHED. WE HAVE NO IDEA WHAT WILL HAPPEN TO OUR BACK YARD, HOUSE OR ANYTHING. IT'S NOT FAIR!

2. WE WOULD NEED A SOUND AND/OR SAFETY BARRIER ERECTED. WE WERE TOLD BUTTECFIELD RD WOULD GET A SOUND BARRIER BUT OAK ST WOULD NOT. ARE THE OAK ST. PEOPLE SECOND-CLASS CITIZENS FROM THOSE ON BUTTECFIELD? WITH FOUR LANE COMING THRU ON BUTTECFIELD + OAK, WE WOULD CERTAINLY HAVE A HUGE INCREASE OF TRAFFIC ALONG OAK ST. WE FEEL ALL THIS TRAFFIC WOULD NOT DISPERSE AFTER CROSSING THE BRIDGE, BUT WOULD CONTINUE RIGHT DOWN OAK ST. AN APPLE RETAINING WALL IS NEEDED.

----- Fold Here 1 ----- CONTINUED - PAGE 2

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

PAGE 2

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

M/M EDMUND PETERS
182 MISTWOOD LN
NORTH AURORA IL 60542
630-906-1338

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

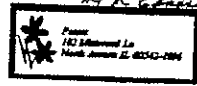
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

3. PERHAPS WE FAILED TO SEE THE PROPOSED BRIDGE SITE BY SULLIVAN RD AT THE 7/22 PUBLIC HEARING. IF THIS SITE IS STILL A VIABLE ONE, WE WOULD PREFER IT. SULLIVAN RD IS A COMMERCIAL AREA, WHEREAS OAK ST. IS RESIDENTIAL. IT WOULD BE A SMARTER MOVE TO BUILD THE BRIDGE ON SULLIVAN AND KEEP OAK ST A RESIDENTIAL AREA.

4. SINCE WE STAND TO LOSE A SUBSTANTIAL AMOUNT OF LAND AND, ALSO, PROPERTY VALUES WOULD CERTAINLY DECREASE, WILL OUR REAL ESTATE TAXES BE REDUCED ACCORDINGLY IN BOTH CASES?



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175-8499



COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

303

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

David Sliemers
180 Mistwood Ln
North Aurora, IL 60542

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Comment attached

Blank lines for additional comments or notes.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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394 cont.

I oppose the widening of Oak Street in North Aurora because of the high cost to both the residents whose property adjoins Oak street, as well as the surrounding community.

The justification for the additional bridge and street widening start with the premise that the East-West traffic flow will overwhelm the current capacity of the existing bridges. Why will that be true? Because of the rapid growth and construction occurring West of Randall Road. Does encouraging this expansion really benefit the current residents of the Village of North Aurora? As this expansion reaches its logical conclusion of filling the available buildable land, the current residents will have a crowded, congested community that requires ever increasing services from local government such as police, fire, water, sewer to name a few, and ever increasing tax burden to support these services. Once expansion is no longer possible for this community, the new bridge and widened road will become an artery for expansion and new construction West of North Aurora. At that point, the Village will incur the cost of the traffic problems along Oak street, and receive no financial benefit in return.

The cost to the residents with property adjoining Oak street who will have part of their property forcibly purchased is clear. The property values will decline because of the loss of back or front yard space, loss of mature landscaping such as trees and bushes, and increased traffic noise. In addition, access to their property from Oak Street will be more difficult and hazardous because of the additional traffic and traffic lanes.

In conclusion, the real cost of an Oak street widening would born by the current residents who have invested their time and livelihoods in this community in terms of decreased property values and living in an undesirable location. The real benefit would be to those who may increase their influence and power by controlling more tax dollars, and those who have not yet invested in property West of Randall road.

My experience with processes such as this that allow community input is that the real decisions have already been made. It will be an interesting exercise in the future to study the financial and family relationships of the decision makers to the companies that are awarded contracts for studies, engineering, and construction, as well as their real estate interests.

David Stimmer
180 Midwest Ln
North Aurora, IL 60542

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

394

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Caval Platt
334070 Stearns Rd
Elgin IL 60120
Homeowner

Which hearing did you attend?
___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Beside the concern regarding noise + increased traffic, I am concerned about the effect of the cal-de-sac type of road we will be on + how it will relate to police + fire protection. It really cuts us off from police drive-by + easy access in case of an emergency

I am also concerned about losing the rural setting which encouraged us to purchase our home at this location. I also wonder what will happen to the value of our home, + will it make it harder to sell? What tax + fee will the home owners behind us? Where will all of them move their homes? One access in + out makes me feel trapped + unsafe.

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Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

395

*really interested in choosing their "so-called
goldlock" they would benefit most from
the Dan Street alignments - but, un-
fortunately, they fail to see this.*

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

EUGENE MCARDLE
Treasurer, "FACTS ABOUT BRIDGES"
35 W 403 ANGLIMORE RD.
ST. CHARLES, IL 60174

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 July 24, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

*The one alignment in the "central corridor" that
truly addresses the "regional need" is that at
the CCP/Stearns route. Traffic flow across the
Fox River from East to West will only be facilitated
by a direct flow on major arteries (such as
Stearns Road would offer.) The Red Gate align-
ments do not measure up as "regional traffic"
relievers in my opinion. If St. Charles road*

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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396
Dear Reader,

We are children of Kane County. We live on Red Gate road, and our houses will be effected by the proposed Red Gate Bridge study. The Red Gate bridge summary has neglected certain species of wild life such as, the Red Tailed Hawk, White Tailed Deer, Common Barn Owl, Red Fox and Coyote. We have observed this wild life on Red Gate road.

We would like the Kane County Board to know this because this will destroy their habitat and homes. The bridge will not only destroy homes but nature as well. We have lived here for several years, this will destroy many memories that cannot be replaced as easily as the bridge study says.

We will gladly give wildlife tours to any interested board members.

Sincerely,

Nicholas and James
Red Gate Road

Postage
Required

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

397

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mrs JAN VAN DELFT
395 LUDINGTON CT
HANOVER PARK IL 60103

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Living in the County Farm / Army Trail area I noticed the planning around the roads to the Redgate bridge has many shortcomings. The planned access road thru Wayne Village is no solution it will create for extra back-ups Eastbound over the rd. The alternative

Via 25/Hears road connection to the Elgin/Duane with also create major back-ups in the Burlington area. For my opinion on solutions to a major problem

[Handwritten signature]

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Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

398

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DAVID R. NORTROP
324336 ARMY TRAIL Rd
Box 448
WAYNE IL 60184

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

To willingly destroy a neighborhood a way of life a village while a relatively unpopulated area road access exists and a natural connection to the Elgin Duane Express is totally wrong. To say Army Trail will be affected by only 100-200 cars per day is naive I believe. People use the road as a short cut ignoring the speed limit today even will

no logical connection across the river. We ask for our lives and homes and our village to be spared.

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Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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7/28/98

Attention: Fox River Bridges Study.

Dear Reader,

I recently purchased a copy of the DEIS, after recovering from the copy price, I began to read the study and was alarmed by the number of errors, omissions, inaccuracies and deficiencies. I am concerned that the Kane County Board will be making a monumental decision based on faulty information. Once the asphalt is set, the Forest Preserve compromised, the Fox River bridged, communities destroyed and historic districts plundered it will be too late to reverse the chaos created by a decision based on dubious findings.

Keeping the above in mind I would like to point out some of the items addressed in the DEIS:

1. As the only County to have a historic preservation program certified by the Illinois Historic Preservation Agency (IHPA), the County has demonstrated a commitment to preserving the historic values of the area. The awards and accolades given Kane County for preservation would be unmerited if the County built in the Red Gate Corridor. The Study page #2-84 when listing Cultural Resources fails to mention that at least two homes in the Red Gate Corridor are on The Kane County Historic Landmark Register. I know this because my home is one of them; The Harlow Hooker Homestead. Additionally, the report on my home is from an outdated study from 1986 which inaccurately describes my home. The County has on staff a Preservation Planner who should have been consulted and utilized to survey the Historical areas of Kane County.

2. Volume 3 of 3 of the DEIS has several statements by Kane County Forest Preserve Commission about the importance of the natural elements of Kane County. My fear is that the correspondences between different Governmental offices which were not incorporated into the study will be lost, the pages are not even numbered for reference purposes. Some of the statements I found significant are as follows.

- A. "The Fox River is by far the most significant natural resource in Kane County and any degradation of its banks is a significant loss." Jon J. Duerr
- B. "The most significant attribute of the Red Gate Forest Preserve is the fact that it is the longest undammed portion of open space along the Fox River." Jon J. Duerr
- C. "In the Red Gate Corridor the property purchased by the Forest Preserve along the west bank of the Fox River never included the preservation of a transportation corridor." Duerr and Cook
- D. "The views of the river valley from the Red Gate Forest Preserve are some of the finest in northern Illinois. No amount of money could ever mitigate the loss of these views." Duerr

Lastly, in the Biology and Wildlife sections of the DEIS, the study listed many common birds present in all corridors but failed to mention that the Red Gate Corridor is a habitat for various hawks which can be seen on any given day at the corner of Red Gate and Route 31. Secondly, there are owls which have been spotted along Red Gate road. On page #2-29 Mammals observed in the Red Gate Corridor, omits the existence of cottontails, woodchuck, coyote, and deer. Possibly a survey completed by residents of the area would have been useful. Especially since I have noticed throughout the study, business owners were questioned concerning their property and possible impact.

I appreciate this opportunity to point out a few of the problems I found in reading the study. I have more but for the sake of brevity and sanity (your's and mine) have left them out. My wish is that the board in making this decision would walk each corridor and sense the loss that Kane County would incur by building a bridge and highway through that community.

Regards,

Lucy J. Tomlin
Lets save Kane County for our Kids
36W 927 Red Gate
St. Charles, IL
60175

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

400

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Robert & Lucy Decker
33W 878 Army Trail Road
St. Charles, IL 60175

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 July 28, 1998 ___ None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Strongly opposed to the Red Gate Crossing. Increased traffic would decrease our property value greatly

Fold Here 1

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

401

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DAN A. KOWALEWIK
ELGIN CHAMBER OF COMMERCE
32 S. GANE ST.
ELGIN, IL 60120
847-609-2321

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I AM THE VICE CHAIRMAN OF THE
CHAMBER OF COMMERCE. AT OUR FULL
BOARD OF DIRECTORS MEETING, WE PASSED A
RESOLUTION FULLY SUPPORTING THE
CC&P RAILROAD TO STEARNS RD CORRIDOR
AND BRIDGE. WE REPRESENT OVER 950
BUSINESS IN ELGIN AND SOUTH ELGIN. WE
FEEL AN EAST/WEST CONNECTION IS VITAL

TO THE ECONOMIC GROWTH OF THE
SOUTH EDGE OF OUR CITY.

THANK YOU FOR
YOUR TIME,
Dan A. Kowalewisk

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Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

402

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Dale Seidel
11005 Riverside Dr.
St. Charles

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

(see attached)

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Return Address:

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Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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403
Linda Holmes

From: John Windtwech(SMTP:jwindy@owc.net)
Sent: Wednesday, July 22, 1998 6:17 PM
To: Kane County Dept. of Transportation
Subject: Bolz Road Bridge

To whom it may concern:

After finally seeing an actual map of the proposed Bolz Road Bridge project, I am very disappointed. The only benefits of this bridge is the people of Algonquin, McHenry County and those who choose to move west of the fox river. The poor little guy who lives in Carpentersville is getting SCREWED!!!

Not only will our homes near the proposed bridge be either torn down for 50 cents on the dollar or devalued enough where we can't move. Shame on those officials who are pushing for this project to pass on the next referendum. I will be sure to tell my friends not to vote for your next reelection. You will get what you deserve.

I would just like to know how much you guys are getting under the table to push such a program. People in Algonquin and west choose to live on the west side of the fox. Why give it to the honest hard working people who can't afford to relocate. Tell those bastards in Algonquin to move!!

Page 1

na north aurora family physicians
fp 655 oak street
north aurora, illinois 60142
tel: 630.258.8401
fax: 630.258.8422

4011
July 15, 1998

RECEIVED
JUL 16 1998
POSTAL SERVICE
NORTH AURORA, ILLINOIS

Kane County Division of Transportation
41W011 Burlington Rd.
St. Charles, IL 60175
Attn: Fox River Bridge Study

To Whom It May Concern,

I am writing in response to the recent North Aurora Board of Trustees preliminary vote of "no" regarding construction of a Fox River bridge at the junction of Oak St. As a resident of Aurora who commutes to work in North Aurora daily, I, as well as hundreds of other commuters, am baffled by this decision. With the commercial expansion along the I-88 corridor, and the burgeoning growth of Batavia and Geneva, traffic volume has doubled if not tripled in North Aurora. The most logical decision to ease the traffic congestion is to build a bridge extending Oak St. eastward and linking it with Route 56/Betterfield Rd. It will enhance the flow of traffic to and from Orchard and Randall Rds. This will prevent motorists from having to crawl like snails through the Sears St. bridge in North Aurora. As you are aware, the bulk of traffic will not be at Sullivan Rd. It does not make any sense to build a bridge that will end at Rt. 25/Broadway which currently resembles the mess at Oak-Rt. 31-State St.-Rt. 25-Betterfield. Many Aurorans now use Eola Rd. northbound to Betterfield Rd. westbound. There are already traffic delays westbound during afternoon rush hour, and this only get worse when Randall begins its transformation into its big sister Rt. 59. Please STOP THE MADNESS and vote yes for an Oak St. bridge.

Sincerely,
Brian Casacang
Dr. Brian L. Casacang

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

405

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Sue Mickevicius
Box 42
Wayne IL 60184

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

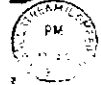
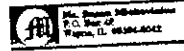
Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I AM opposed to a Red Gate Bridge / Army Trail Road Corridor. I moved to Wayne because I have horses at home like most Wayne residents. The increased traffic would make it more dangerous, if not impossible to share Army Trail to ride in the forest preserve, as anywhere in the area.

Series of horizontal lines for writing.

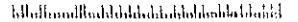
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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

JUL 27 1998



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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

410

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Edwino W. Symons
Catherine A. Symons
1502 Westaway Circle
W. Aurora, IL 60548

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

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Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

We very much oppose the Oak Street bridge. It will divide the west side of town and make an unsafe crossing for children going to school. Just think of all the laundry lines you'll have to see down not to mention all the families who will and will be a few lane highway in their yard. I say "NO" to the bridge on the west side.

Series of horizontal lines for writing.

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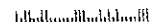


Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

JUL 28 1998



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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

401

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

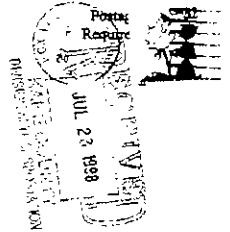
JEANETTE MOUNT
206 OAK STREET
NORTH AURORA, IL 60542

way to get to the east side residents
and so with the police that people in
North Aurora do not want this bridge.
Take a drive down county rd and just
the people who live on Oak st. In the
last few years or so since this has come up
I could not have sold my house for its
value as that I could relocate. I hope that
the Village Council will take their own in this
ward for the residents of North Aurora.

Fold Here 1

Return Address:

Jeanette Mount
206 Oak St
North Aurora, IL 60542



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Rt. 56 and Kirk Rd already has a
high accident rate. what will
this do?
I live on Oak St. the second block off
Rt. 31 and can not believe that what it has
worked all my life for is going to take you
say just 22 or 21 ft. well that puts 4 lanes
abreast into my driveway across. How can you
do that? - R. - - - - - R. - - - - - R. - - - - - R. - - - - - R.

661751499

Fold Here 2

Large portion of the
Rt. 31 left side of
the bridge is to be
closed to traffic
for a period of
time.

(staple Here)

408

1214 Challenge Drive
Batavia, IL 60510
July 18, 1998

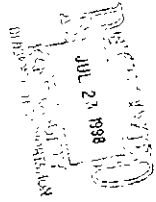
Kane County Division of Transportation
41W011 Burlington Rd.
St. Charles, IL 60175

To whom it may concern,

I am writing to say that I support the Oak Street/Route 56 bridge. Route 56 should be widened to four lanes as far east as Rt. 59 as soon as possible. Traffic on Route 56 is already getting unbearable. I would also like to see the Pine Street/Batavia Road route through Fermi Labs reopened to the public. It was senseless to have closed the only major East-West passage between Butterfield and Rt. 38. I travelled that route for years to-and-from work in Naperville. I really do not see how Fermi could support their contention that there were too many accidents. I never saw a single one. Furthermore, I am getting tired of having the front end of my car bashed by rocks kicked up by the heavy truck traffic on Butterfield.

Sincerely,

Jeffrey A. Amelso



COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

489

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PETE AND PAUL STEMBORA
6N257 RIVER DR.
ST. CHARLES, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I have a new long commute (over 1 hour) but I do so because of where we live. A bridge would ruin our great community.

Blank lines for additional comments.

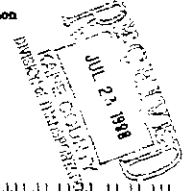
Fold Here 1

PAUL & STEMBORA
WEST RIVER DR.
EAST CHARLES, IL 60175



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



60175/9987

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

410

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Richard Offhaus
218 E. Victoria Cir.
N. Aurora IL 60552

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

(my interest is in the 1956- Oak St Corridor.)
I believe that using traffic survey data from 1990 to project traffic patterns in 2020 is subject to too much error. How about making an up-to-date traffic study? There has been a lot of new construction in N. Aurora since then. And was the traffic from the proposed new N. Aurora 155th St. shopping mall taken into consideration? (are)

I am against the proposed bridge and widening of Oak St because of the increased traffic volume ^{competition} that it will create by our downtown and the damage it will do to people who will lose their front yards and the value of their houses. If you must put it thru then put it thru by them out so they can relocate. Also a 4 lane hwy along Oak will divide the community and restrict access to the park on the N. & the school on the S.

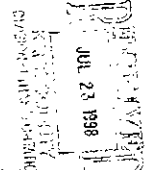
Fold Here 1

RICHARD OFFHAUS
218 E VICTORIA CIRCLE
NORTH AURORA, IL 60542



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



60175/9987

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

411

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Kathy Jacobs
346776 Langview Drive
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

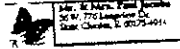
Kane County Division of Transportation
41W11 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Concerning the Red Gate Bridge proposal: The 4 lane road begins about a quarter mile from Crane road on the west. Why there? There's a newly developed park at the intersection of Red Gate and Crane that prevents direct access to the west. I also would suggest that a Red Gate bridge is very limited to the east unless it goes into Armita Trail Road

as a 4 lane road, which becomes very detrimental to all the beautiful homes on Avt. If the desired goal is to provide a bypass around downtown St. Charles one must still consider many people will need to get to the high school or shopping on the far east side. So 25 and Rt 64 are still going to be very congested. The 2 northern proposals to Sterns road will provide access to communities to the east but still not alleviate the above congestion for St. Char



Kane County Division of Transportation
41W11 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175+0012

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

412

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Joan L. Barrett
3005 Glen Eagles Ct
St. Charles, IL 60175

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

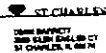
Kane County Division of Transportation
41W11 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I object to the Red Gate bridge. After reviewing pictures of the CCIP, it appears as if the road for a regional bridge while the CCIP has done. Consider would take the most traffic off of Avt. However, since the congestion of Avt. is still necessary for the CCIP, take truck traffic and several high schools on the west side, also since traffic congestion during school hours throughout the day.

I also would like to address the issue of a Red Gate bridge. Valley View will be served by a pedestrian bridge along the river on the west side. Consider both east and west side and not only up than offered directly to the construction of a new bridge would be a better solution than a pedestrian bridge. If direct is necessary, it could have a ramp. I respect the small structure bridge has wanted to maintain. I do feel it would be a great bridge structure to reach additional traffic. Since Valley View had both for the maintenance of the small structure and for the sake of the river, it will provide a great route. Fold Here 1 - please write 3005 St. Charles Bridge



Kane County Division of Transportation
41W11 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175+0012

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

413

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mr. and Mrs. Fredrick W. Kohlert
310 Oak Street
North Aurora, Illinois 60542

Which hearing did you attend?

___ July 14, 1998 July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

Widening Oak Street in North Aurora, IL., would ruin the valuation of all homes on this street as it would bring traffic eighteen feet closer to our front door and we would lose eighteen feet of our front lawn. Our mail-box, as well as our neighbor's, has already been hit twice by cars. Just getting the mail from our mail-box is hazardous! Widening this street would bring additional traffic, noise, and air pollution -- and present a safety hazard for residents, as well as any children crossing the street to, or from, the schools, Goodwin or the New Wave Jr. High.

Leaving our driveway is already difficult, but widening the street and adding a new bridge would bring even more traffic, especially trucks, as they could then avoid paying a toll. If the toll-way

(CONTINUED ON BACK)

were made into a free-way, a new bridge would be unnecessary. Last, but not least, a new bridge would ruin the aesthetic value of our community! We sincerely hope our elected officials can find a better solution to this problem!

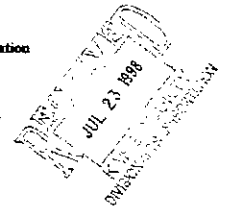
NO NEW BRIDGE OR STREET WIDENING, PLEASE!

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



Fold Here 2

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

414

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Holly Heam
35W486 Fox River Dr.
St. Charles, IL 60174

Which hearing did you attend?

July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

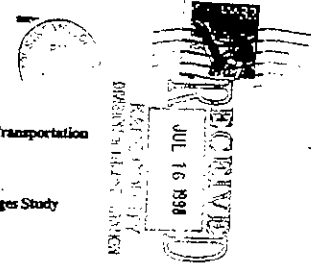
Your comments (can be continued on back of form):

What criteria will be used to determine the site selected?
1) Cost of construction
2) Ease of traffic congestion on major thoroughfares such as I-64
3) Environmental impact
ETC.
What weighting will be given to each criterion?

Return Address:
Holly L. Heam
35W486 Fox River Dr.
St. Charles, IL 60174

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



60175-8412

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415

IMPORTANT MESSAGE

FOR Left

DATE 7-20 TIME 2:15 AM

WHILE YOU WERE AWAY

M. Ms. Michaelson

OF _____

PHONE No. _____

TELEPHONED		PLEASE CALL	
CALLED TO SEE YOU	X	WILL CALL AGAIN	
WANTS TO SEE YOU		RUSH	
RETURNED YOUR CALL			

MESSAGE TO Once her opinion is
Bridges - Should be at
Road Gate - that is the way to go
to Elgin - St. Charles. Atting the
SIGNED Observer to St. Charles would not
help traffic in town

He lives on Rt 25 near Army Trail, To get to her school home on Selma then you have to go into St. Charles and around. Red state would be so convenient.

It is way ~~past~~ time to make a decision - "quit passing around" and get one built.

June 29, 1998

416

Mr. John F. Kos, P.E.
 District Engineer, District One
 Illinois Department of Transportation
 281 W. Center Court
 Schaumburg, IL 60196-1096

Attention: Ms. Nancy L. Magnus

Dear Mr. Kos:

Marrison Abbey and Marrison Academy appreciated receiving from your office the detailed study on the proposed Fox River Bridge Crossings.

On behalf of our Abbey and Academy, I want to make the following comments on the South Region proposed Bridge Crossing at Illinois Route 56/Oak Street in North Aurora, the bridge that would have an immediate impact on Marrison.

Marrison is in agreement with the proposed bridge crossing on Illinois Route 25/Oak Street. It is where a new bridge crossing belongs. We add our support to this project.

Marrison will cooperate with the Illinois Department of Transportation if a reasonable amount of Marrison property is needed for the intersection improvement of Route 56 and Hart/Mitchell Roads or at Route 56 at Maddant Road.

Marrison urges that traffic lights at the intersection of Route 56 and Hart/Mitchell Roads be included in the project. It is in need now of temporary traffic signals as a dangerous and unsafe intersection for our student drivers and their parents.

Marrison also requests that plans be included in your study for left and right turn lanes at Marrison Academy's main entrance road for the life-safety of our faculty, staff, students and their parents.

Please feel free to contact me or my representatives about these matters or other details concerning the proposed bridge crossing.

Sincerely yours,
 + Vincent P. Bazzilli OSB
 Abbot Vincent Bataille, O.S.B.
 Abbot of Marrison Abbey
 President of Marrison Academy

RECEIVED
 JUL 6 1998
 KANE COUNTY
 DIVISION OF TRANSPORTATION

cc: Kane County Department of Transportation
 Mayor Mark Ruby, Village of North Aurora
 Mayor David Shover, City of Aurora



From: Jeff Dailey
 Sent: Monday, June 29, 1998 1:41 PM
 To: 'Daniel.A.Kowalewski@surm.com'
 Subject: FW: Fox Valley Bridge Study

The Transportation Committee and County Board will begin to consider the Bridge Corridors in September and October. An exact date has not been set. A schedule for this process will be developed in late July or early August. I can be reached at 630-584-1170 or jdaley@kccsd.org if you need further information.

Jeff Dailey

-----Original Message-----

From: Ghinda-Starovich
 Sent: Monday, June 29, 1998 8:05 AM
 To: Tom Pickett
 Cc: Jeff Dailey
 Subject: FW: Fox Valley Bridge Study

From: Daniel.A.Kowalewski@surm.com (SMTP:Daniel.A.Kowalewski@surm.com)
 Sent: Thursday, June 25, 1998 3:33 PM
 To: ghinda@kccsd.org
 Cc: Daniel.A.Kowalewski@surm.com
 Subject: Fox Valley Bridge Study

I am a member of the South Elgin Economic Development (SEED) Council. We submitted a letter of support for the CC&P Bridge location, to Mr. McCoy and the Kane County Board.

I know of the open house meetings on July 14, 16, 22 & 28, however, I was curious, when the board will meet again to discuss this topic?

Thank you for your time,
 Dan Kowalewski 647-608-2321



From: DAL-426@webtv.net (SMTP:DAL-426@webtv.net)
 Sent: Sunday, July 19, 1998 10:44 AM
 To: linares@kccsd.org
 Subject: Boz Road Bridge

I live 226 enseade dr. cville. I want to make sure that you block off all access to my residential street if your bridge connection goes through. If I can't stop you from causing both noise and noxious fume pollution in my neighborhood, I want to know that, at least, no shortcuts past my house will be allowed. We have smel children in the neighborhood and if even one gets hurt, injured or killed you should all be held responsible for that event. I also have a breathing problem, COPD, chronic obstructed pulmonary disease, which used to called emphysema. Increased automotive fumes will cause me extreme distress. I will sue if this become a real health hazard to me. The new developers who have thrown up buildings without thought to the needs of the people they are building for and the people themselves who have moved into the area with the full knowledge of what this area is should pay out of their pockets for their needs and not expect the rest of us that were here for years now to foot the bill for their decisions. NIMBY is a right, as far as I'm concerned, not belief. Common Good should never be allowed as an excuse for government to exploit it's people and ruin the quality of life for it people.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

419

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

HOLLIS GROY
PO BOX 36
WAYNE IL 60184

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

PLEASE NO ROAD WIDENING. DANGEROUS
FOR PEOPLE AND HORSES!!

Fold Here 1

Return Address:

H Groy
PO BOX 36
Wayne IL 60184

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

JUL 20 1998

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

420

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mr Robert Handley
PO Box 386
Wayne, IL 60184-0386

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I oppose the Red Gate Road bridge
alignment and all of its variations which
cross Army Trail Road

I support the CCP/STEARNS Road
alignment. Stearns Road is a strategic regional
arterial road. It passes through the

historic areas. This alignment would
not doom our village to the probability
of the widening of Army Trail Road.

Wayne has fought long and hard to preserve
its historic and rural character. Any
Red Gate Road alignment would destroy
two recognized historic districts.

Robert Handley

Fold Here 1

Return Address:

60184-0386

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175/5993

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

421

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JUNE BIANCALANA
124 PECOS CIRCLE
CARPENTERSVILLE, IL 60110

Which hearing did you attend?

___ July 14, 1998 ___ July 16, 1998 ___ July 22, 1998 ___ July 28, 1998 ___ None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

DO THEY INTEND TO TEAR ANY MORE HOUSES
DOWN THAN THE ORIGINAL FEW THEY
HAD PLANNED?

HOW WILL THEY MASK THE ROAD FROM THE EXISTING
HOUSES? RETAINING WALL? FENCES? etc.

Fold Here 1



Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

60175+5412

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CELEBRATING

HISTORY

St. Charles Heritage Center

422

To: Michael McCoy, Chairperson, Kane County Board
Kane County Board Members
Jeff Dalley, Director of Transportation Division, Kane County
Susan Kirkhamer, Mayor of the City of St. Charles
St. Charles City Council Members
Larry Maholland, City Administrator, City of St. Charles
Robert Hupp, Director of Planning, City of St. Charles

From: The St. Charles Heritage Center Board of Directors
Brian Henry, President

Date: 14 July 1998

The St. Charles Heritage Center opposes the use of the right of way on the former Chicago Great Western and Chicago and North Western railroads as a traffic artery leading to a bridge over the Fox River in St. Charles. Such use is contrary to the intent of the Historic Preservation Ordinance of St. Charles.

The area defined by North Avenue to the north, Fifth Avenue to the east, Main Street to the south, and the Fox River to the west is primarily a residential area with municipal, commercial, park, and church use along the south and west boundaries. It is an older neighborhood incorporating part of the original 1837 plat of the City and later development.

Dividing this area with a high-volume traffic artery would be contrary to the intent of the Historic Preservation Ordinance of the City of St. Charles, Chapter 17.44 of the Municipal Code. One purpose of the ordinance is to preserve "the distinguishing qualities or character of the property [and] its environment or significant archaeological resources" within designated historic areas. Constructing a bridge crossing at that location would destroy the historic character of the neighborhood through the following:

Disrupting the architectural flow of the neighborhood:

With the oldest residences dating to about 1840 and later residences reflecting a variety of styles, it is a architectural microcosm of the 160-year development of St. Charles. In this neighborhood, one can find such historically and architecturally significant styles as the Bungalow, Colonial revival, Four Square, Gothic Revival, Greek Revival, Italianate, National, Tudor, and Victorian. There is currently a synergy

of effect in the historic neighborhood created by the blend of significant architectural styles evolving naturally over the last 160 years, the mature tree cover, and the lack of high-volume traffic. In addition, the clearing of established vegetation and mature trees will sharply change the context in which the historic and architecturally significant structures currently stand. The area is bordered by the historic Potawatomi Park, established in 1912 on the former Ward property, which would be altered. The Ward family, which was one of the first families to enter the Fox River Valley in the 1830's, is important in St. Charles history.

Threatening some historic structures:

Because of its age, it is a quiet, well-shaded area that clearly defines the residential and historic character of St. Charles. Some of the 19th century structures which were built before the construction of the railroad, may be affected structurally by the construction and traffic vibrations. Many structures would be affected by the bridge including: the railroad trestle, the Gillette house, the Ferson house, and the Weisel house.

The railroad bridge itself, which was built in 1852 and in use after the 1870's, is an example of early construction styles. The historic Gillette house at 416 North 2nd Avenue was built in 1876 by a St. Charles doctor and his wife, and later used as a hospital. The George Ferson house at 304 North 2nd Avenue was built by Ira Minard and owned by George Ferson, both pioneering families in St. Charles. In addition, the National Register Weisel House, a circa 1844 Greek Revival, stands as a good example of an early St. Charles structure. The taking of property for the traffic right of way and to connect the artery to Route 25 may necessitate the demolition of these and other important historical structures.

Diminishing the historic yard size:

The taking of property along the right of way would reduce side and rear yards of 25 properties in which lots are smaller due to historic standards, thus destroying the historic character of the properties developed in the 19th and early 20th centuries. The present lot size is both a defining characteristic and a quality which attracts people who want single-family homes with yards that require minimal work. The taking of property from lots which are already small will reduce property values by more than just the assessed value of the footage taken. There is a point at which yards are simply too small for the residence on the lot. When that point is reached, property values drop with the desirability. To reduce the lot sizes would negatively change a defining characteristic and make the properties less desirable.

Increasing the noise level:

Clearly, the increased noise level from the traffic will destroy the historic ambience which now characterizes the area. The uniform flow of the area from the north to south over the railroad right of way, which is currently masked vegetation, would be disrupted by the widened, demanded traffic artery. Residential areas along such arteries are not seen as desirable places to raise a family.

In our opinion, the benefits of constructing a bridge that would reroute traffic through established neighborhoods and designated Historic Preservation Districts clearly do not outweigh the negative consequences for the historic character of our city.

Further information about the historic sites contained in this memo and many others is available at the St. Charles Heritage Center. The Center would like to offer its historic research services to aid any further study of the different proposed bridge crossing locations in St. Charles.



MAP OF ST. CHARLES TOWNSHIP



MEMORIAL

This Memorial was presented to the Board of Supervisors of the City of St. Charles, Missouri, on the 10th day of June, 1908, and was read by the Mayor of the City of St. Charles, Missouri, at the same time. It was referred to the Board of Supervisors, and the Board of Supervisors, on the 15th day of June, 1908, resolved that the same be placed on file for their consideration.

Name	Address
...	...
...	...

423

Preservation

is Progress Too!



Vote NO for Bolz Rd. Bridge!

Whose problem is this, anyway?

Kane county board members admit this 5-mile, 4-lane highway project will bring even more development. And it's being proposed to solve Algonquin's traffic problems. An estimated 25,000 cars will be diverted from the Rt. 31/62 intersection into our community. Why don't they just fix the intersection and add the needed turn lane? Because Algonquin officials want to preserve a "historic" street!

Why the panic over bridges?

New residents west will have PLENTY of commercial development to serve them on the west side of the river. Municipalities are planning for growth with police and fire stations to serve these areas. Traffic to the city is best routed to I-90. There will not be a substantial need for west-side residents to be dumped onto Rt. 25!

Is it worth the price? (\$44 million that should be spent on our current roads)

People will lose their homes. Property values will plummet. We will all lose those open spaces and one of the most scenic and wild stretches of the Fox River. Our children will lose a 20-acre park, and the highway will run 120 ft. from the Woodland School. Century-old oak trees, valuable wildlife habitat for owls and herons will be destroyed forever. Our way of life and the warm charm of this area will be replaced by McHenry County's traffic woes!

Don't believe the hype!

There ARE alternatives to this gross waste of our tax dollars! Transportation officials can start by improving the roads we have. Eliminate the toll at the I-90 crossings. Put in a turn lane at Rts. 31 & 62!

This project will set a dangerous precedent. Don't let it happen! Vote NO!

Stop Bolz Rd. Bridge/Highway. Vote NO Nov. 4
Information from the
Citizens Action Team



Post: Rate
U.S. Postage
PAID
Dundee, IL
Permit #64

Stop Bolz Rd. Bridge/Highway. Vote NO Nov. 4

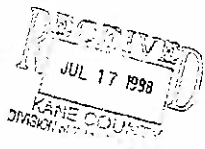
VINCENT W. KOEHLER

5 N 608 HIGHWAY 25
ST. CHARLES, ILLINOIS 60174
(630) 584-5226

424

Mike McCoy, Chairman Kane County Board
Kane County Government Center
Batavia Avenue
Geneva, Illinois 60134

RE: VINCENT W. AND MARY E. KOEHLER
5 N 508 HIGHWAY 25
ST. CHARLES, ILLINOIS 60174



Gentlemen:

Mrs. Koehler and I agree bridges across the Fox River are necessary.

We have resided at the above referenced location as owners since June of 1962. We are in a very difficult financial predicament because of the constant delay of the Fox River Bridges Study that has existed since your original pronouncement in 1990.

In May of 1995 I was required to have a hip replaced. After the medical procedure we felt that it would be difficult for us to maintain this location as our residence because of our age and infirmities. We sought to sell our home and purchase a smaller place that would not require our changing storm windows and screens every fall and spring, painting, snow removal, living on one level rather than three, mowing almost three acres and other tasks required to sustain our living. We contacted three real-estate brokers from three different offices and it was concluded, because our being mandated to advise potential buyers of the strong possibility of a bridge being built on this site, the value we would receive would be grossly reduced. Probably by as much as fifty-percent. That was three years ago.

We attended your hearing at Wredling School on July 14, 1998 and were advised that the Red Gate Site has a very strong possibility of being selected but it would be somewhere around 2002 before anything is done. That is four years hence and when added to the three years that have past, the sum of which is seven years that this pronouncement has gravely impaired our financial position and deprived us of the use of our money.

We know of no where to turn except possibly seeking relief through the courts of law.

Sincerely,

Vincent W. Koehler 7/15/98
Vincent W. Koehler (date)

Mary E. Koehler 7/16/98
Mary E. Koehler (date)

CC: Karen Stevo-McComanughy, Chairman Kane County Transportation Committee
John Hoochoit, Kane County Transportation Committee Member
Fox River Bridges Study



425

League of Illinois Bicyclists

Office: 417 E. DuSable, Ste. 1000, Chicago, IL 60605-1120
Mail to: 6 DuSable Court, Park Ridge, IL 60068
http://www.lillinoisbicyclists.org/1997



Board of Directors

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Kane County Division of Transportation

41 W011 Burlington Road

St. Charles, IL 60175

To whom it may concern,

As a member of the board of directors of the League of Illinois Bicyclists and a lifelong resident of the Fox Valley, I would like to comment on the five Fox River bridge proposals presented at the July 16 Mooseheart public hearing. The League of Illinois Bicyclists promotes safe bicycling conditions off and on roads throughout the state.

I would like to thank and compliment Kane County for the inclusion of the following phrase in the Environmental Impact Statement summary: "All Build Alternatives in the region will accommodate bicycles and pedestrians by providing a 10-foot multi-use lane on or attached to each Fox River bridge and roadway where practical." This is consistent with Kane County Division of Transportation's progressive policy including bicycle accommodations in their road expansions, often in the form of wide shoulders or separated sidepaths.

It is clear that KCDOT knows that bicycles are more than just recreational weekend rides on unconnected trails. Different users ride their bikes for transportation, helping to relieve traffic congestion. These people include those too young to drive, those who can not afford cars, those without driving privileges, and those who choose to bike for environmental, exercise, or other reasons.

As population and traffic increases, having a connected network of safe routes will make bicycling a more attractive and popular transportation option, especially for short trips around town. Bicycle accommodations on these five east-west projects, which cross the river and extend to newly developing areas, would greatly improve the county's bikeway network, with the Fox River Trail as its backbone.

The following additional, specific recommendations are offered:

1) A segment of the CC&P/Stearns Rd. Corridor, east of the river, has a planned "future bike trail (separated sidepath)" but no widened paved shoulders. In this and other similar cases (Bolz Corridor and Red Gate/Wayne Corridor), either the sidepath should be included as part of the original construction, or paved shoulders should be added. CBF Tech Sheet #1, enclosed, deals with sidepaths vs. on-road facilities.

2) Preliminary design of the CC&P/Stearns Rd. Corridor does not include a connection to the Fox River Trail on the river's west bank. Such a connection should be included, and, according to the consultants present, that connection would be easier on the south side of the road. Good connections with the Fox River Trail should be included with each project.

3) Unlike the CC&P/Stearns Rd. Corridor bridge, the Bolz Corridor bridge plan does not show a wall separating the elevated sidepath from the road. This should be considered.

4) There were no detailed plans for the Red Gate/Wayne Corridor bridge, and so it could not be determined whether bike accommodations were included.

5) The League of Illinois Bicyclists strongly supports the use of AASHTO guidelines for all bicycle accommodations. This is also helpful when federal grants are sought.

Again, thank you to Kane County for the planned accommodation of bicycles in these projects, and for the opportunity to comment on these plans.

Sincerely,

Ed Barvotti
2935 Barberry Ct.
Aurora, IL 60504

cc: Randy Neufeld, Chicago and Bicycle Federation
Al Sturges, League of Illinois Bicyclists



Tech Sheet #1 Sidepath Bicycle Facilities

by Randy Neufeld and Terri Messer

In the interest of sharing information and ensuring that public investments are spent in the best way possible, the Chicago and Bicycle Federation, in conjunction with the consulting firm of Bicycles 425, has developed this Tech Sheet in full attention to several design factors that speak to the success or failure of a bicycle facility known as the sidepath.

Ensuring immediately parallel to a street or roadway, like an extra wide sidewalk, the sidepath is one of the more controversial types of bicycle facilities. Motorists seem to like them because they get bicycles off of the roadway. Pedestrians don't because they place their moving bicycle traffic into the space traditionally reserved for parking.

Many bicyclists who are experienced riding traffic think that sidepaths are a good idea because of the perceived safety of being removed from the roadway. Safety professionals and experienced bicyclists tend to disagree because crash statistics indicate that sidepaths often see more "dangerous" involved in accidents than "on-road" facilities. This, coupled with travel delays, causes heavy vehicles to be slower to get through traffic.

With recent opportunities to fund bicycling enhancements provided by federal and state programs, many municipalities desire to build sidepaths to improve conditions for area bicyclists. However, national guidelines for bicycle facility design are quick to note several problems with two-way paths located immediately adjacent to roadways, and these concerns are the best way to accommodate bicyclists within roadway corridors.

So what should you do?

Before proceeding to construct a sidepath in your community, please consider the following: 1) Are there any other facilities nearby that may be affected? 2) Can the sidepath be designed for the safety of the roadway? 3) Is the sidepath with this project, consider the design presented in this Tech Sheet, usually the recommended design. 4) Can the sidepath be designed to be a good design sensitive to the needs of bicyclists, motorists, and pedestrians?

Quick Check for Sidepath Feasibility

- Does the proposed sidepath meet the following criteria?
 - Is it impossible to analyze to ensure either adequate lanes or clear traffic to improve bicycling on the road?
 - Are a majority of destinations located on the same side of the roadway as the proposed path?
 - Will the path cut to the roadway's major street intersection?
 - Is there at least 15 feet of clear way width?
 - Can changes be made to signal timing and timing movements to reduce bicyclist sidepath through-traffic without change to traffic conditions?
 - Can a major arterial address sign and location be used to identify the sidepath?
 - Can bicyclists safely combine to other bikeways where the sidepath begins and ends?
- If you answered NO to two or more of the above questions, you should consider the feasibility of the proposed sidepath.

1. Can Bicyclists Safely Use the Roadway?

Bicyclists have the same rights and responsibilities as do operators of other vehicles, which includes full use of our streets and roadways. However, a cyclist's comfort level and perceived safety when using a roadway are influenced by these factors: how many cars are using the roadway, how fast those cars are traveling, and how much space is available to be shared with the cars.

Low-volume neighborhood and collector streets are usually very compatible for bicycling due to the infrequent number of vehicles using these routes. Sidepaths usually are not warranted along such streets, and investments to improve cycling conditions are best used in areas of greater need.

High-volume roadways, such as two-lanes carrying more than 2,000 average daily traffic (ADT) or four-lanes with 16,000 ADT, are compatible for on-road bicycle use when lower traffic speeds and adequate pavement widths are present. To assess the bicycle compatibility of a high-traffic roadway, use the chart at right to combine the mix of speed and curb lane width. (Exclude curb-and-gutter and on-street parking spaces, include paved shoulder if present.) If the road name is:



3. Access to Destinations

Bicyclists have both mobility and access needs. Sidepaths may improve a cyclist's ability to travel distance within a corridor, but often do little to improve access to businesses and other destinations.

When destinations are located on the opposite side of the street from a loop curb and gutter, bicyclists are forced to travel in the street, which is a less desirable situation.

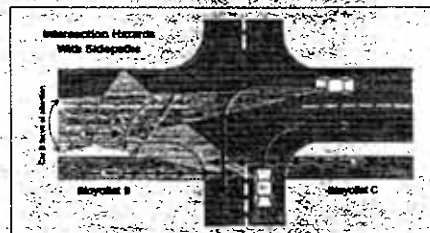
2. Can the Roadway Be Improved?

An evaluation of roadway conditions with the goal of making a roadway more bicycle friendly is a key step in the design process. The American Association of Highway and Transportation Builders (AASHTO) and Illinois Department of Transportation (IDOT) have established guidelines for providing more bicycle friendly roadway improvements.

- 1) Lane width: lanes where the right lane is a min. of 14' wide (4.2 m) excluding curb and gutter.
- 2) Bicycle lanes: a signed and striped lane for bicycle use, a minimum of 4' wide (1.2 m) excluding curb and gutter, located on outer side of the street.
- 3) Paved shoulders: 5' to 6' (1.5 to 1.8 m) wide.

Modifying roadway cross-sections by shifting lane striping, reconfiguring center turn lanes, moving on-street parking, and/or adding extra pavement width can provide space for on-street bicycle accommodations. Lowering speed limits through design or enforcement can also make a roadway more compatible for bicycling.

Exclude your alternatives and again, use the chart above right to assess the modified bicycle compatibility for various combinations of outside lane width and vehicular speed. If other options effectively meet bicyclist needs within your corridor, you may find that a sidepath is not needed.



established 1908



Elgin Area Chamber Of Commerce
Board of Directors
Resolution of Support

THIS RESOLUTION OF SUPPORT is made on this 27th day of July, 1998 by the Elgin Area Chamber of Commerce Board of Directors, on behalf of the 850 membership businesses it represents:

WHEREAS, an east-west tie along the southern edge of the Elgin area is vital to the business community's managed economic growth, specifically: south Route 26, south McLeen Boulevard, and Randall Road; and

WHEREAS, one of our member-businesses, Fox River-Stone, will be affected by the road expansion and supports this endorsed bridge site; and

WHEREAS, a new bridge site will alleviate traffic for the existing bridge that runs through South Elgin and terminates in a residential area, it will also decrease truck traffic in those areas; and

WHEREAS, South Elgin businesses now realize higher transportation and delivery costs because of limited accessibility; and

WHEREAS, the proposed CC&P Railroad to Stearns Road bridge site has the full support of the South Elgin municipality;

NOW, THEREFORE, BE IT RESOLVED, the Elgin Area Chamber of Commerce Board of Directors fully supports by unanimous vote of the Board the CC&P Railroad to Stearns bridge site.

33 S. Geneva Avenue • P.O. Box 648 • Elgin, Illinois 60120 • Phone: (847) 742-5668 • Fax: (847) 742-6677



Village of Algonquin

The Gem of the Fox River Valley

June 15, 1998

Michael W. McCoy, Chairman and
Kane County Board Members
KANE COUNTY
719 S. Batavia Avenue
Building A
Geneva, IL 60134

RE: Bolz Road River Crossing and Right-of-Way Extension

Dear Chairman McCoy and County Board Members:

As you may know, the Village of Algonquin has supported the development of the Bolz Road bridge and regional transportation corridor. This proposed improvement would not only benefit the Algonquin area, but also most of northern Kane County as has been justified in the traffic studies that have been completed over the last several years by your consultants. To this end, the Village of Algonquin has cooperated to the fullest extent possible by recognizing that corridor within its Comprehensive Plan. Following establishment of the plan, the Village has initiated implementation of this plan by requiring property annexations within the area of the corridor to dedicate the full 150' right-of-way, and, in addition, to construct a two lane curb and gutter roadway so as to minimize future costs and impact in the area. No other corridor being studied in Kane County, that I am aware of, has experienced as much cooperation and support which will translate into a direct financial benefit to the tax payers of Kane County than what has been implemented by the Village of Algonquin.

Attached to this letter is the Village Engineer's estimates of today's cost savings that will not be incurred with the development of the Bolz Road bridge and corridor (identifies Longmeadow Parkway within the Village limits of Algonquin) due to the Village's efforts. From this analysis, you can see that there is a length of 11,600 feet of right-of-way (150 foot average width) consisting of approximately 40 acres of land that would not need to be purchased. Assuming a \$30,000 per acre purchase price, a cost savings of over \$1.2 million will be realized with the development of this corridor. In addition to the right-of-way, the construction of a roadway within the jurisdiction and control of the Village of Algonquin for the same 11,600 foot length will also result in over \$2 million of storm sewer, curb, gutter, pavement, and restoration that will not be necessary for full construction of the corridor. Certainly, the bridge structure crossing the Fox River is the most significant cost to the whole project.

However, when the Board evaluates the cost of each of the corridors the Village of Algonquin would hope that you take into account our efforts which will save over \$3.2 million (today's dollars) to the project. Realistically, considerable additional savings will be gained by avoiding negotiations for land acquisition in this area. The social impacts, while unquantifiable but no less significant, are diminished by avoiding the placement of a roadway in an area where it has not been planned by the local jurisdictions having control of development opportunities in the area.

It is evident that the Village of Algonquin and the residents of northern Kane County will support and benefit from this project when you evaluate the multiple river crossings involved in your study, and take into account the cost savings realized by the Village's actions.

Should you have any questions, please feel free to let me know.

Sincerely,



President Ted Spelta

TS:mfj

Attachment:

CC: Algonquin Village Board

SCHEFLOW ENGINEERS

A PROFESSIONAL CORPORATION
CIVIL - SANITARY - MECHANICAL
1214 GRANDSTAND PLACE - BLOOM, ILLINOIS 60022-4881
TELEPHONE: 847/887-7888
FAC: 847/887-7888

Bill

FRANK C. CURIA P.E.

EVERETT C. SCHEFLOW P.E.

June 1, 1998

Mr. William Ganek
Village Manager
Village of Algonquin
2200 Harnish Drive
Algonquin, IL 60102

Subject: Village of Algonquin
Longmeadow/Bolz Road Extension

Dear Bill,

The enclosed exhibit shows the area of the south section of the Village where Longmeadow Parkway (Bolz Road extended west) has been or will be constructed. Specifically, this extends from the Algonquin/Carpentersville boundary agreement line as shown west to existing Huntley Road, a distance of 11,600 feet. Per your request, listed below is a cost tabulation for the value of the right of way and construction of two lanes of the roadway.

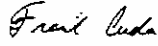
1.	Right of Way		
	Length - 11,600'		
	Width - 150' (average)		
	Area = 11,600 x 150 = 43,560 = 39.95 Acres (Use: 40)		
	40 acres x \$30,000.00/Acre =	\$1,200,000.00	
2.	Roadway		
	Construction - \$180.00/LF - Includes excavation, Storm sewer, curb and gutter, pavement and restoration.		
	11,600' x \$180.00 =	\$2,088,000.00	
	TOTAL	\$3,288,000.00	

Mr. William Geseke
June 1, 1998
Page 2

Note: The \$180,000/LF is based on recent construction costs and does not include engineering fees.

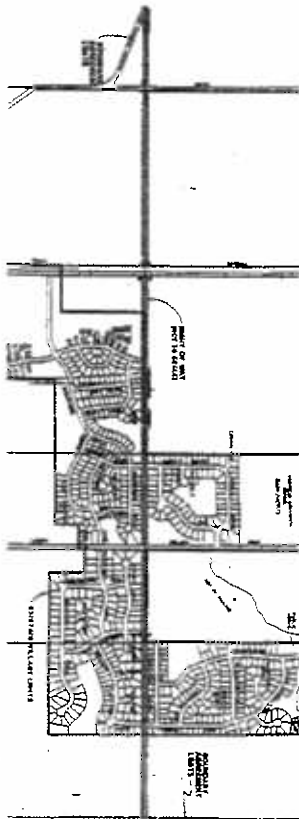
Please call if you have any questions or request further information.

Very truly yours,



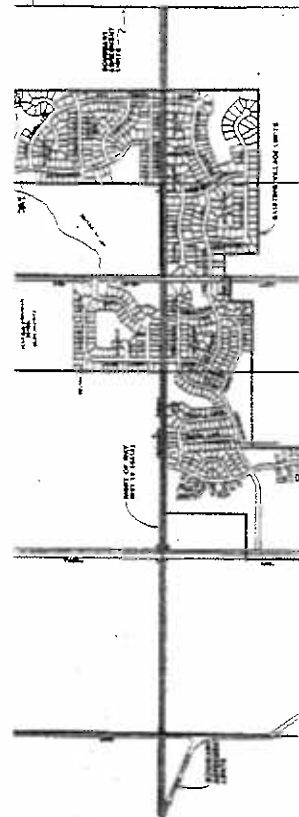
Frank C. Cuda, P.E.

FCC/ep
Enclosure



LONGMEADOW PARKWAY/BOLZ ROAD EXHIBIT

LONGMEADOW PARKWAY/BOLZ ROAD EXHIBIT



431

COMMENTS ON THE FOX RIVER BRIDGE CROSSINGS PUBLIC HEARINGS

Ann Scatiglio
Resident of the Village of Wayne
5N716 Courcival Lane
Wayne, IL 60184-0021

I attended the July 14, 1998 hearing.

Attention: Fox River Bridges Study

My family lives in the Dunham North Development of Wayne which is the western tip of DuPage County, approximately two blocks north of Army Trail Road and two blocks east of Dunham Road. This area would be severely, negatively affected if the Central Region, Red Gate Road Corridor Southerly Alignment utilizing Army Trail Road would be chosen. I oppose this option. It would affect the Village of Wayne and ruin its rural atmosphere and serene quality that makes it a haven for its residents.

If any Central Region Corridor must be built, the only choice that would upset the least number of residential communities would be the Stearns Road Corridor. It is not a good option for the residences that will be affected, but if an option must be chosen, that would be the least disruptive.

I understand the need to service the West side of the river. What about the needs of the East side? These East side areas were built first. The newly proposed Central Corridor options seem to be insensitive to the already established, residential areas. These areas already have to contend with a great deal of traffic. It seems as if, as stated in the first page, first paragraph, first sentence of the "Summary Release Memorandum", that the focus is the West residential development with little concern for the already in place East residential development. In the second paragraph there is the statement that Kane County's 2020 Land Resource Management Plan "encourages compact, contiguous growth in the eastern portions of the County while preserving the rural qualities of the western portion". What will happen to the "rural qualities" of the Eastern portions? The people already there should count just as much as the Western residents. I do not think our area needs another East/West Corridor so close to the North Avenue one. Let's space them out in courtesy and mutual respect for the neighbors who live "east of the river".

Thank you for your consideration in noting these comments.

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

432

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

JOAN K. BERNA
8280 KNOLLWOOD DR.
ELGIN, IL 60123

Which hearing did you attend?
 July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I have read many accounts on the paper & studied the Fox River bridge study news papers. I believe the C.C.P. Stearns Rd. corridor is the best one. The C.N.W. One is also a better alternative as the Red Gate Road is a better alternative. I have also seen the Red Gate Road on many homes and the future pleasure.

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W811 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



----- Fold Here 2 -----

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS PUBLIC HEARINGS

183

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ELEANORE A. ROGOVSKI
5466 ROUTE 25
ST. CHARLES, IL 60174

Which hearing did you attend?
July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments...

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

AS A HOMEOWNER LIVING 900 FT NORTH OF ARMY TRAIL, I AM AGAINST ALL OF THE ALIGNMENTS (A, B OR C) IN THE RED GATE CORRIDOR. NONE OF THESE ALIGNMENTS MAKE ANY SENSE...

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS PUBLIC HEARINGS

431

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

Mary Venard
54641 Piccadilly
St. Charles, IL 60174

Which hearing did you attend?
July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments...

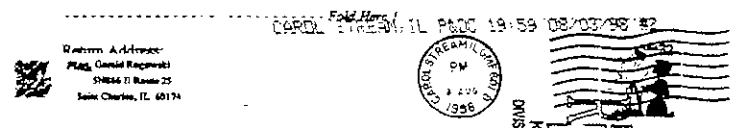
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

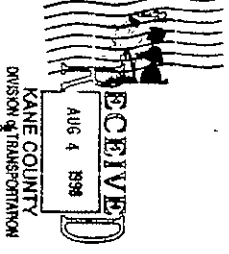
I was disappointed that "taken" were not annotated on the Red Gate options. It would have been done easily, either with the overlay or with 3 separate maps of the A, B & C options. Since our home is potentially one of the "taken" this is very pertinent - over ->

I DON'T THINK SO!! (EFF IN DOWNTOWN, TALK TO THE VILLAGE OF NAYNE) JUST BEFORE THE JULY 17th MEETING, SOUTH ELGIN VOTED TO PUSH FOR A STRONG Mr DONALD RO... ROUTE GOING FROM RANDALL TO ROUTE ST. NOW THIS MAKES SENSE - JUDGING FROM MR MIKE McCOY'S (KANE COUNTY BOARD CHAIRMAN) COMMENTS - HE AGREES



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study



60175 4499

Fold Here 2

The worst possible scenario for us would be that 1) we are not a "taken", but 2) we are impacted by noise, pollution, (trash), and degradation of the beauty of this valley without any compensation for the gain of the historic, quality and pride lost by such a large structure.

Return Address:

Postage Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Fold Here 2

(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

437

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

PEGGY D. BOEHM
6 N O 15 RT. 25
ST. CHARLES, IL. 60174
630-377-0817

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

THE HIGH COST OF THE RED GATE NORTHERLY
ROUTES AND THE VERY QUESTIONABLE EFFECTIVENESS
TO THE TRAFFIC FLOW MAKE THIS PLAN UNACCEPTABLE.
I STRONGLY OBJECT TO THE USE OF TAX FUNDS
TO PLACE A BRIDGE AT THIS SITE.

----- Fold Here 1 -----

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

438

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

DALE E. BOEHM
6 N O 15 ROUTE 25
ST. CHARLES, IL 60174
(630) 377-0817

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

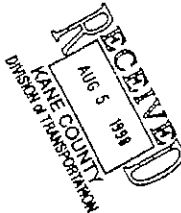
Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

I STRONGLY OBJECT TO THE RED GATE ROAD
CORRIDOR BECAUSE OF ITS IMPACT ON MANY HOMES,
PRIVATE LAND, WETLANDS AND IT IS INCONSISTENT
WITH THE NORMAL FLOW OF TRAFFIC CROSSING THE
FOX RIVER.
MOST TRAFFIC IN THE CENTRAL REGION IS EITHER
TRAVELING ON STATE HY 64 OR IS MOVING



ACROSS A MORE NORTHERLY ROUTE ALIGNED WITH THE
CC+P/STEARNS ROAD CORRIDOR. THEREFORE, IT MAKES
MORE SENSE TO HAVE A BRIDGE CONNECTING DIRECTLY
WITH STATE HY 64 - THE G.N.W./DEAN ST. CORRIDOR
AND A BRIDGE AT THE CC+P/STEARNS ROAD CORRIDOR.
THE HIGH COST OF THE RED GATE NORTHERLY ROUTES
ARE PROHIBITIVE. IF THIS CORRIDOR IS TO BE CONSIDERED
THEN THE CONNECTION WITH ARMY TRAIL ROAD ALIGNMENT
WOULD BE MORE SENSIBLE FINANCIALLY AND FIT MORE
FAVORABLY TO THE HEAVY TRAFFIC TO THE EAST ON ARMY TR.

Return Address:

Postage
Required

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

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(Tape or Staple Here)

COMMENT FORM

FOX RIVER BRIDGE CROSSINGS
PUBLIC HEARINGS

668

210 Briar Lane
North Aurora, IL. 60542

July 16, 1998

PLEASE PRINT OR TYPE

Your Name, Affiliation (if any), and Address:

ELI D. MARTENSON
210 BRIAR LANE
N. AURORA, IL 60542

Which hearing did you attend?

July 14, 1998 July 16, 1998 July 22, 1998 July 28, 1998 None

Please note that your input will be considered in helping the Kane County Board to select from among the proposed alternative roadway alignments. Of special importance to us is any information you have about the proposed project area that you believe was not accurately addressed during the hearing or in the Draft Environmental Impact Statement. This includes any negative or positive impacts that would result from the construction of the proposed bridges and approach roads. Please help us by organizing your comments accordingly, and mailing them no later than August 14, 1998, to:

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, Illinois 60175

Attention: Fox River Bridges Study

Your comments (can be continued on back of form):

SEE ATTACHED LETTER.

Kane County Board
Illinois Department of Transportation
Federal Highway Administration

Subject: North Aurora Route 56/Oak Street Bridge Siting

Gentlemen:

As citizens, we appreciate the opportunity to share in your plans for bridging the Fox River at the subject site, and I would like to make a few comments regarding bridge locations.

I think one needs to look at the function of bridges and how that function has changed with time. Many years ago, the main purpose of bridges over rivers in urban areas was to link both sides of the towns to bind them together into a socio-economic unity. Historically the Fox river bridges in Aurora, North Aurora, Batavia, Geneva, St. Charles, and Elgin have performed well in providing that linking function; although, at the same time creating a great deal of congestion at both the east and west terminal ends of those structures. This should be considered quite normal as the trade centers of the towns migrated to the banks of the river to more conveniently serve the needs of the population on both sides of the river.

Today, however, these linking functions have basically been fulfilled and the need for bridges has now taken on a new role. As time has passed, more and more residential development has progressed, in general, to the west side of the river. At the same time, employment opportunities, in an effort to draw from a larger pool of workers, have remained on the east side of the river. The bridges, now, play a different role; that of moving people from the homes to the west, across the river to their work to the east, and back across the river to their homes to the west.

Unfortunately, people demand to make these daily trips in the quickest possible haste, thus developing frustrations and high emotions, leading to the need to recognize new social behaviors and terms such as, "road rage", single-finger communications, etc.

Frankly, one wonders what drivers do with all the time they save by exceeding the speed limits and taking risks and chances that, years ago, would have been considered intolerable. Today, however, it seems like it is just a "fact-of-life." At least for enforcement!

To the point, however, when siting bridges, one wonders why anyone would even consider construction of a new bridge through the already congested areas like the towns and cities mentioned earlier. One would logically think that the best way to move these new waves of traffic would be to avoid the congested areas and try to by-pass the messes and delays we already have. Of course, another thought could be to just force the towns to abide with their being divided into segments and jam a new four-lane highway, probably eventually enhanced by two more turning lanes, down the citizens throats and make the area look a lot like Route 56 near Denada Square. After the highway is built, the designers can return to their areas of residence and their drawing tables and studies to go out and "jam" another nice, peaceful community.

The answer, I believe, lies directly before our eyes! The most successful bridge in the area seems to be the Fabian Parkway structure which directs traffic not through, but between the areas of congestion; i.e., Geneva and Batavia, and allows those daily west-east-west commuters the least congested and quickest path for their journeys.

the wisdom of this success will prevail into the minds of...
...land is advertised for sale on the east side of Route 25 all the way to Hart Road, and it shouldn't be too difficult to direct it over to Butterfield Road. The question always arises about "wetlands", particularly one area in the middle of the river -- I should hope so! While we should be thoughtful of the environment, we shouldn't automatically declare that people (citizens) are not part of our God given environment. I see there was no problem solving the "wetland" concerns in the area where the "North Aurora Mills" idea is being fostered.

I also know the Fox Valley Park District objects to giving up any portion of their almost mile-long recreational area for the good of the community, but isn't it our tax dollars that support their efforts? Shouldn't the taxpayers have a say?

It would be my hope that your agencies, in your roles as long range planners, would appreciate the above described present day function and need for bridges and route them between towns. I would also hope you will be respectful and responsible to protect some of the quaintness and ambience of the Village of North Aurora that caused most of us to settle here.

We already have one "Concrete Scar" through North Aurora, Interstate 88, and we really don't need another such monstrosity to divide our community's togetherness further. Remember, you are not only building a bridge and confiscating a roadway (Oak Street), you are having a profound effect on the way of life of literally hundreds of nice, law abiding citizens who only want to safely raise their children in a nice, quiet non-throughway environment. Oops! There's that "environment" word again!

These comments are offered from my considered thoughts and my concern for the lifestyle we have enjoyed here in North Aurora. They only ask for your serious consideration!

Respectfully submitted,

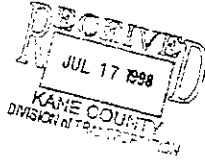
Eli D. Martenson

VINCENT W. KOEHLER

5 N 600 HIGHWAY 25
ST. CHARLES, ILLINOIS 60174
(314) 584-5226

669

Mike McCoy, Chairman Kane County Board
Kane County Government Center --
Batavia Avenue
Geneva, Illinois 60134



RE: VINCENT W. AND MARY E. KOEHLER
5 N 500 HIGHWAY 25
ST. CHARLES, ILLINOIS 60174

Gentlemen:

Mrs. Koehler and I agree bridges across the Fox River are necessary.

We have resided at the above referenced location as owners since June of 1962. We are in a very difficult financial predicament because of the constant delay of the Fox River Bridges Study that has existed since your original pronouncement in 1990.

In May of 1995 I was required to have a hip replaced. After the medical procedure we felt that it would be difficult for us to maintain this location as our residence because of our age and infirmities. We sought to sell our home and purchase a smaller place that would not require our changing storm windows and screens every fall and spring, painting, snow removal, living on one level rather than three, mowing almost three acres and other tasks required to sustain our living. We contacted three real-estate brokers from three different offices and it was concluded, because our being mandated to advise potential buyers of the strong possibility of a bridge being built on this site, the value we would receive would be greatly reduce. Probably by as much as fifty-percent. That was three years ago.

We attended your hearing at Welding School on July 14, 1998 and were advised that the Red Gate Site has a very strong possibility of being selected but it would be somewhere around 2002 before anything is done. That is four year hence and when added to the three years that have past, the sum of which is seven years that this procrastination has gravely impaired our financial position and deprived us of the use of our money.

We know of no where to turn except possibly seeking relief through the courts of law.

Sincerely,

Vincent W. Koehler 7/16/98
Vincent W. Koehler (date)
Mary E. Koehler 7/16/98
Mary E. Koehler (date)

CC: Karra Steve-McConnaghy, Chairman Kane County Transportation Committee
John Hordheit, Kane County Transportation Committee Member
Fox River Bridges Study

July 14, 1998
7N005 Riverside Drive
St. Charles, IL 60174

Sirs:

I am opposed to a bridge at the Red Gate site because it serves no other purpose than convenience for late comers who saw on an area map where they were going to be when they bought the homes they did. I have listened to all the reasons given for Red Gate, and none of them hold water.

Traffic abatement? Your own figures predict only a 12 % reduction in traffic on the Main Street Bridge. This would have a negligible effect on the time it takes to traverse the city either way of an east/west trip.

Improvement of downtown shopping? Take an inventory of downtown businesses. How many pairs of skis, pitons for mountain climbing, bins of gold, diamonds, baseball cards, comic books, or antiques do you buy each year. There is nothing downtown in Saint Charles the general public wants or needs. In addition, advocates for downtown business do not take in the fact that the buying habits of the American public has changed. Grover's Corners and the small towns of "It's A Wonderful Life", are figments of an imagination. They no longer exist. Those who dream of snowflakes falling outside frosted small shop windows while carolers sing as the horse drawn sleigh jingles bye, do their shopping at Wal-Mart and Aldi's. They want others to shop these non-existing shops so they can dream of their quaint village. It is not going to happen. 88 cars instead of one hundred cars are not going to close the shopping malls so prevalent in the area. How many Geneva's can one small area support?

Ease local cross river traffic? There are two other bridges just two and four blocks from the Main Street Bridge. If the citizens of Saint Charles want another, the railroad bridge presents them with a much more convenient crossing. They are not going to go five miles out of their way to get to the cemetery or swimming pool. They are opposed to the railway bridge because seven homes would be condemned. They find it much more palatable to condemn twenty-eight homes of distant families who have nothing to do with their problem.

The altruistic desire to speed goods through Saint Charles to parts West? I am selfish enough not to care if the Eagle Foods truck gets to Sycamore eight minutes later with a load of Campbell's Pork and Beans. No one is starving in DeKalb or Sycamore, and those good folks don't know that the Friskies Dog Chow could arrive eight minutes sooner if we built a multi-million tax dollar bridge. For the savings, they might just choose to let Rover live out his days in ignorance.

No when you come right down to it: the folks in Saint Charles just want to shove off their problem on others. They really don't care to speed traffic or ease it, if it inconveniences themselves. Consider the bloody hell they raised over cutting Madison Street through. It would have made a serious impact on the traffic, but that would have meant Saint Charles dealing with

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion (United Nations 1998).

There are a number of reasons why the number of children in the world is increasing. One of the main reasons is that the number of children who are surviving to the age of 5 has increased significantly in the past few decades. This is due to a number of factors, including improved medical care, better nutrition, and a decrease in the number of children who are dying from preventable diseases.

Another reason why the number of children in the world is increasing is that the number of children who are surviving to the age of 15 has also increased significantly. This is due to a number of factors, including improved medical care, better nutrition, and a decrease in the number of children who are dying from preventable diseases.

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IN RE: Fox River Bridge Crossings

Volume I

Oral comments taken during the public hearing of the above-entitled matter, held at Wredling School, St. Charles, Illinois, taken by Janice H. Heinemann, CSR, RMR, a notary public within and for the County of DuPage and State of Illinois, on the 14th day of July, 1998, commencing at the hour of 2 o'clock p.m.

Janice Heinemann & Associates
Certified Shorthand Reporters
118 Oxford Avenue
Clarendon Hills, IL 60514-1152
630/986-5486 FAX: 630/986-0282



1 MR. STELLATO: Daniel Stellato. I live at
2 1348 Midway in St. Charles. I'm here today to speak
3 in favor of a local crossing at Red Gate Road
4 connecting Route 25 and Route 31, and I'm also here
5 today to speak against -- in favor of the opposition
6 of the Chicago Northwestern Union Pacific crossing
7 in downtown St. Charles. I also would be in favor
8 of the regional crossing at the Stearns Road
9 corridor in Elgin. And my affiliation is I'm an
10 alderman with the City of St. Charles. I have been
11 in the area about 20 years.

12 * * *

13 MS. HENDRICKSON: My name is Laurel
14 Hendrickson. I live at 6 N 440 Hub Road in Wayne,
15 and I am opposed to Red Gate. I don't feel that
16 it's the most efficient use of land which dumps onto
17 a two-lane road. I think the CC&P at Stearns Road
18 is far superior. It's midway between everything.
19 It will probably connect up to the Elgin-O'Hare
20 Expressway, allows for a continuation with trucks,
21 bridges and everything to continue once it's built.
22 That's all I have to say.

23 * * *

24 MS. WITHALL: I'm Meg Withall. I live at

1 5 N 690 Surrey Road in Wayne. I am opposed to Red
2 Gate in general. I think it is a destruction of a
3 historical, natural environment. I think that if
4 there was a Red Gate corridor, it would be the CC&P
5 tracks that can take right into Du Page County. It
6 is a much easier access with the four lanes with a
7 larger bridge, so that would be the best of all
8 possible Red Gate hookups.

9 * * *

10 MR. GOCHENAUR: It's Marcel Gochenaour,
11 421 South 13th Street in St. Charles.
12 My opinion is that a bridge should be south of
13 St. Charles. I feel that the people west of the
14 river work mainly in the Oak Brook area. Because if
15 they live west of the river and you work by O'Hare
16 field, you have a toll road to go over. So my
17 opinion is that it should be south of St. Charles
18 preferably Fabyan Parkway or Oak Street in North
19 Aurora period.

20 * * *

21 MS. CONNOLLY: My name is Kathie Connolly,
22 and I'm a resident of Wayne. I live at 32 W 670
23 Rochefort Lane. I'm a member of the Historic Sites
24 Commission in Wayne. I'm also a member of the Wayne

1 Du Page Hunt, so I ride in Wayne and I own horses
2 and live in Wayne. One of the things that has not
3 been shown at all on any of the maps that you have
4 put together are the equestrian easements of which
5 there are quite a few going across the Army Trail
6 Road alignment. I think the fact also that Wayne is
7 very much a rural community, very oriented toward
8 the horse, we have easements and equestrian trails
9 all through the town; keeping in mind the fact that
10 this is part of our life there, and increased
11 traffic would be greatly detrimental to that. We
12 have a history of over 65 years of fox hunting in
13 Wayne and the whole equestrian Oak Lawn farm
14 history.

15 Secondly, I believe the fact that they
16 stop the map where they do does not show how the
17 increased traffic would impact the downtown historic
18 district and that that probably should have also
19 been shown on the map as more of an interest than it
20 is.

21 Finally, I think it's obscene the
22 amount of money they have spent on beautiful
23 renderings by artists for the bridges for this kind
24 of a thing. So there has just been an awful lot of

1 the money spent on I think some corridors that I
2 don't believe have any chance in the world of ever
3 happening.

4 * * *

5 MS. CARROLL: My name is Gwen Carroll. I
6 live at 33 West 510 Hub Road in Wayne. I strongly
7 oppose any Red Gate Bridge crossing. The forest
8 preserve on the west side of the river and the area
9 in and around Wayne on the east side are beautiful,
10 peaceful, rural places. Residents invested in their
11 homes because of this. The historic sites on Army
12 Trail Road add a uniqueness to the village. It
13 would be outrageous to use motorist convenience as
14 an excuse to spoil this atmosphere. We should be
15 encouraging more areas like this, not be trying to
16 plow highways through them.

17 * * *

18 MR. BLAKELY: Bob and Trish Blakely, and we
19 live in Wayne at 33 W 650 Behles Way. We don't
20 endorse any of the Red Gate crossing options. We
21 prefer the Stearns Road I think, the one that's
22 endorsed by Elgin.

23 MS. BLAKELY: South Elgin.

24 MR. BLAKELY: We think Red Gate is going to

1 take a lot of the -- It's going to disturb a lot of
2 the historical district, which will really destroy
3 Wayne. And we think it will affect a lot of the
4 forest preserve and affect a lot of the people.
5 Where the Stearns makes a lot more sense and has a
6 lot less effect on people and land and much simpler
7 to do.

8 * * *

9 MS. BROWN: Patricia Brown, 33 W 794 Mare
10 Barn Lane, Wayne. And I'm against the Red Gate
11 corridor. Stearns doesn't sound bad. Stearns I
12 think will be a good shot, yes. We need it. We
13 need something but not Red Gate.

14 * * *

15 MR. FREDRICK: My name is Rolf Frederick.
16 I live at 7 N 881 Phar Lap Drive, St. Charles,
17 Illinois. I'm in favor of the Red Gate corridor. I
18 think that would alleviate most of the traffic
19 problems, and it doesn't make any sense to me to
20 have no bridge between St. Charles and South Elgin.
21 So I think that Red Gate corridor makes the most
22 sense plus -- Well, that's it.

23 * * *

24 MS. VASSAR: John and Nancy Vassar. We

1 MR. VASSAR: Right.

2 MS. VASSAR: The Red Gate corridor, they
3 have one projection or one proposal, proposal A,
4 that goes around the forest preserve. Although
5 homes are involved, that might be worthwhile to look
6 at. You know, I don't know how the homeowners feel
7 about it; but it seems expensewise and traffic flow,
8 it would be a good place to put one. Down in the
9 Aurora area, it seems to have the very least impact,
10 although the city is against it, it seems for the
11 good of the county that that might be the best
12 place. Either down in North Aurora or Bolz Road
13 would have the least impact with the most existing
14 infrastructure already in place as far as roads go.

15 MR. VASSAR: That's it.

16 MS. VASSAR: That's our opinion.

17 * * *

18 MS. REEVES: My name is Nancy Reeves. I
19 live at 5 N 812 Pearson in Wayne, Illinois. I'm
20 here today to speak on behalf of 13 homeowners
21 associations, all within the Red Gate corridor. I
22 want to state our opposition to the forest
23 preserves, which are the Fox River Bluff West and
24 the Fox River Bluff East Forest Preserves as -- how

1 live at 291 Thorndale Court in South Elgin. We have
2 looked at all of the proposed bridge studies today
3 and want to keep an open mind as far as what's good
4 for the county versus individual --

5 MR. VASSAR: -- agendas.

6 MS. VASSAR: Reviewing the Bolz Road
7 corridor, it seems to have the most benefit to the
8 surrounding cities of Algonquin and Carpentersville.
9 With all of the development out there, it seems a
10 beneficial place to put a bridge with the least
11 impact to existing homes and the least impact to
12 forest preserves and wetlands. The CC&P/Stearns
13 Road corridor, while being the most expensive option
14 also cuts through two wetlands and significant
15 forest preserve.

16 MR. VASSAR: Can I just jump in?

17 MS. VASSAR: Yes.

18 MR. VASSAR: I think the Dean Street
19 corridor in St. Charles would be of benefit to
20 reducing traffic based on the projections that if
21 it's not built it seems to me that St. Charles would
22 be extremely congested.

23 MS. VASSAR: Route 64 through Main Street
24 would benefit through the Dean Street Bridge.

1 can I say this -- as the forest preserves being
2 included in the Fox River Bridge Studies. In this
3 corridor are three alignments. The alignment A
4 affects 28 homes and impacts 85 additional homes.
5 In alignment B there is historic property, there are
6 two forest preserves, plus the homeowners that would
7 be impacted, whether their homes are being taken or
8 being impacted by living very near. Alignment C is
9 a direct alignment from Red Gate Road to Army Trail
10 Road. This alignment also would go right through
11 Fox River Bluff West Forest Preserve. Our
12 opposition comes from all homeowners in this
13 corridor, and we request that this corridor be
14 dropped because of the fatal flaws I have just
15 listed. That's enough.

16 * * *

17 MS. GRAY: Elizabeth Gray, 31 W 775 Army
18 Trail Road in Wayne. I'm against the Red Gate
19 Bridge, obviously, because I live on Army Trail Road
20 and the noise there already and the traffic is
21 unbelievable. The Wayne police cannot keep up every
22 morning and evening. We listen to people peeling
23 out, almost running into people on horses, kids on
24 bikes. The Wayne school is right down the street

1 from where we live, and I really worry about the
2 young kids riding their bikes to and from school.
3 With the exit traffic the Red Gate Bridge would
4 bring, it could be very dangerous. A point to
5 remember is that Clayton Clark, who lived two doors
6 down from us, was killed by a truck in front of a
7 high school last August because of heavy traffic.
8 And you don't think that's going to happen, I do.
9 It could happen.

10 Also, being an environmentalist, I
11 consider the environmental impact to be completely
12 devastating. It makes me very sad and sick to my
13 stomach to think of that besides the fact that we
14 have lived in this house for almost 34 years and
15 think of the value of it going down because of this
16 bridge is also another thing that irritates me and
17 makes me sick to my stomach. That's it.

18 * * *

19 MS. SADIGH: My name is Lois Sadigh. I
20 live at 5 N 730 East Ridgewood Drive, St. Charles.
21 My home is just on the corner of East Ridgewood
22 Drive and Red Gate Road. We bought that home so
23 that we would have -- it would be a good place to
24 build a nice home and raise a family, a safe place.

1 60177. My comment is regarding the Stearns Road
2 extension. My concern is that there is not a
3 traffic interchange at Illinois Route 31 and the
4 Stearns Road extension, which concerns me as a South
5 Elgin resident because Illinois Route 31 is a major
6 north-south thoroughfare. And I don't understand
7 why a major north-south thoroughfare such as that
8 would not interchange at all either via stoplights
9 or access ramps a major east-west thoroughfare as
10 the Stearns Road extension, and I would appreciate
11 this point being considered.

12 * * *

13 MR. BRAVOR: Angelo Bravor, a resident of
14 35 W 1191 River Grange Road, St. Charles. My
15 comments are that the traffic problem we face in
16 St. Charles will only be solved with the CNW/Dean
17 Street Bridge. This bridge will allow the 20 to 30
18 percent of commercial traffic on Route 64 to get to
19 the west side and in reverse. I oppose the Red Gate
20 Bridge and the CCP and Stearns Road Bridge, both of
21 which would destroy the beauty of the natural forest
22 preserves and the peace of the northwest corridor in
23 St. Charles.

24 * * *

1 Red Gate Road would impact not only the traffic in
2 the area but the valuation of the homes in the area.
3 It would impact the peaceful nature of the area and
4 take away from that country ambiance that we have
5 enjoyed. That's one of the main reasons that we
6 purchased that home. It would contribute, Red Gate
7 Road, to contribute to the pollution, as well as the
8 air pollution and noise pollution and would devalue
9 the entire Red Gate road area. That's it.

10 * * *

11 MS. BARRICK: My name is Kathryn Barrick.
12 It's 5 North 941 East Ridgewood Drive. And after
13 viewing the various choices for the Red Gate
14 corridor, it just seems like there would be less
15 impact from fewer people at the CCP/Stearns
16 crossing. And in addition to that, it looked like
17 it was direct and I liked the concept that it could
18 hook up with 47. It had a direct -- McDonald Road
19 flows directly to 47, so that would be an arterial
20 connection for the bridge rather than just Randall
21 Road. That's it.

22 * * *

23 MR. BENSISH: My name is Michael Benshish.
24 I live at 23 Thorndale Court, South Elgin, Illinois,

1 MR. MARTIN: My name is Jim Martin,
2 Alderman 4th Ward, City of St. Charles, 609 South
3 Sixth Avenue, St. Charles, Illinois, 60174.
4 Comments: I'm opposed to the Dean Street/Union
5 Pacific Railroad crossing because, number one, it
6 does not connect with Route 25; number two, it does
7 not connect with Route 31; number three, it does not
8 alleviate the traffic problem created by the great
9 influx of residential housing in Campton Township.

10 I am in support of the Red Gate
11 crossing connecting to Army Trail Road in the
12 Village of Wayne because it provides the best
13 routing for residents of Campton Township to get to
14 the east side of the river. It will ease the
15 traffic jam of school buses through the City of
16 St. Charles. It will reduce the response time for
17 fire in the Village of Wayne and with the Village of
18 West Valleyview because of the location of the new
19 fire station and next to Wredling School.

20 We at the City of St. Charles proposed
21 the Red Gate crossing 20 years ago and urged the
22 County at that time to provide for that crossing.
23 The County instead chose to allow Campton Township
24 to double in size in that time creating thousands

1 and thousands of cars that are crossing the bridge
2 in St. Charles. It's absolutely necessary that we
3 get these cars out of downtown St. Charles. It's
4 also my desire to see some means of rerouting the
5 truck traffic through the City of St. Charles. We
6 will let it go at that.

7 * * *

8 MS. GREEN: My name is Lorraine Green and I
9 want to express my desire that it should be made at
10 the Red Gate corridor, the most southerly route.

11 One reason is that this is a \$41 million estimate as
12 opposed to the Stearns Road/Chicago Central Pacific
13 Railroad at a cost of \$66 million. St. Charles
14 needs alleviation of the traffic, and Red Gate is by
15 far the most logical and most inexpensive corridor.
16 This has been considered the right corridor for 20
17 years, and they have put it off and put it off just
18 because of Wayne's prestige and Wayne's clout and
19 it's ridiculous. Thank you.

20 * * *

21 MR. MAJKA: My name is Lawrence J. Majka.
22 I live at 926 Fox Glen Drive in St. Charles. I'm
23 here tonight to voice strong opposition to the Red
24 Gate crossing and all of the additional bridge

1 the river in Kane County.

2 Furthermore, I'm very disappointed
3 that there doesn't appear to be any County officials
4 here tonight to talk to face-to-face. All I see is
5 you young ladies as court reporters, some outside
6 consultants, and some sheriff's deputies. I do
7 think it is a gutless act on the part of the county
8 officials not to appear and listen to what people
9 have to say in person. Thank you for the
10 opportunity to comment.

11 * * *

12 MR. MAJKA: Jeff Majka, 35 W 725 Bluff
13 Drive, St. Charles. When we bought our home, it
14 abuts up against the Bluff Forest Preserve. One of
15 the main attractions was the nonurban feel, the
16 country feel, and the openness. If a bridge came
17 through there, it would definitely disrupt the
18 forest preserve. If a bridge has to be built, there
19 are more appropriate places to put it I feel without
20 displacing any homeowners or disrupting preserve
21 lands.

22 Also on the issue of bringing students
23 to and from Wredling Middle School, it's my
24 understanding that the school referendum stated that

1 crossings in general. I have reviewed the detailed
2 environmental impact analysis performed by the
3 consultants, and I find it to be inadequate in
4 several areas that I believe would leave the County
5 vulnerable to a successful court challenge should
6 the Red Gate crossing plan proceed.

7 The most glaring omission in the study
8 is the failure to consider adequately the negative
9 impact on the quality of life in that corner of
10 St. Charles and Wayne villages with particular
11 regard to excessive high volumes of traffic, noise,
12 and the stimulation of inappropriate development.
13 When I examine the plans, I see winners and losers.
14 The losers are obvious, it's those of us who live on
15 the east side of the river who will get paved over
16 by the Red Gate crossing program. And I see the
17 winner as being the land speculators and developers
18 that bought property on the west side of the river
19 in the hopes that there would be additional
20 corridors open to cross the river that would allow
21 for significant increases in their property values
22 and give the county officials additional
23 infrastructure such that additional high density
24 development could be approved on the west side of

1 the school was being built mainly for residents west
2 of the river anyway. So that shouldn't even be an
3 issue.

4 * * *

5 MS. NOBLE: Sheila Noble, and I live at
6 6 N 115 Emily in St. Charles. And we need that
7 bridge. When I was a bus driver, you either had to
8 go all the way through South Elgin or you had to
9 take the kids all the way through St. Charles. It
10 would have been so much easier just to cross to Red
11 Gate. I live where they might take my house, but
12 you need a bridge. We do need the Red Gate Bridge.
13 I don't care what people say.

14 * * *

15 MS. NEMEC: I'm Betty Nemeec at 33 W 726
16 Army Trail Road, Wayne. I'm opposed to the Red Gate
17 crossing because of an environmental disaster.

18 MR. NEMEC: If I can say the same,
19 practically the same thing. I'm William Nemeec,
20 33 W 726. I am opposed to the bridge in that area.
21 And what? Do I need anything more?

22 MS. NEMEC: And we are both opposed because
23 of an environmental disaster or impact. Put him
24 environmental impact and that will be different from

1 my disaster.

2 * * *

3 MS. DOUDS: My name is Paul Douds. I live
4 at 35 W 788 Bluff Drive, St. Charles, 60175.
5 Logically, my preference would be to build a bridge
6 down by Salerno's because it makes all the sense in
7 the world, downtown. The second choice would be to
8 build a bridge at Stearns Road up there with the
9 crossing. And if I had my preference, I would like
10 both bridges being built because I do go northeast
11 from my house to go to work. And so that would be
12 my preference. It makes no sense at all to cut
13 across the forest preserve, Red Gate crossing
14 corridor. And I sure would like to have both
15 bridges built, in my opinion.

16 * * *

17 MS. WANSHEK: Our names are Antoine and
18 Claudia Wanshek. We live at 5 N 325 Heritage Court,
19 and we are in Wayne. Our objections are we live
20 close to Army Trail and 59. And widening that, we
21 would never get out of our street. The increased
22 traffic I think would just cause a bigger backup and
23 more problems.

24 MR. WANSHEK: We are against the three Red

1 because you put bridges closer together doesn't mean
2 that that makes them effective. And again, the City
3 of St. Charles strongly opposes the bridge at the
4 Chicago Northwestern corridor.

5 * * *

6 MR. BRYANT: Grant Bryant, P.O. Box 77,
7 Wayne, Illinois. I wish to state my -- I'm against
8 the Red Gate Bridge, any of the A, B or C. I don't
9 think it's as practical as the other five. So,
10 hopefully, it will be prioritized way down the list
11 if at all. Retention of forest preserve,
12 environmental reasons. Beyond the homes they would
13 actually take down, I believe there is latitude for
14 30 feet and it affects a lot more houses than meets
15 the eye because of the 30 feet.

16 * * *

17 MR. FORD: Steven Ford, 35 W 610 Park Lane,
18 St. Charles. I believe that the Northwestern Bridge
19 crossing is, A, the cheapest; B, the shortest; C, it
20 would the relieve the traffic on 64. It would also
21 be the least affected environmentally. There
22 wouldn't be any forest preserve or nature preserves
23 to be disturbed compared to the other sites. The
24 CC&P in my opinion is the second choice, mainly

1 Gate proposals because they would dump more traffic
2 into our Army Trail, and that's why we built out
3 there ten years ago, you know, because of the rural
4 setting. Okay.

5 * * *

6 MS. KLINKHAMER: I'm Sue Klinkhamer. I'm
7 the Mayor of St. Charles, and my address is the
8 1700 Ronzheimer Avenue, St. Charles, Illinois. I'm
9 just here to speak in favor of the Red Gate
10 crossing, preferably to Army Trail. The Red Gate
11 crossing was a resolution that was passed by the
12 St. Charles City Council in 1992 and reaffirmed last
13 night on July 13, 1998.

14 The Red Gate river crossing is in our
15 comprehensive plan and has been on the table for a
16 long time. Six years ago we built our local bridge
17 in St. Charles with the understanding that we would
18 build that and then the County would build a bridge
19 north of the city, which would be the Red Gate
20 crossing, and I support that totally.

21 I'm also speaking against the Chicago
22 Northwestern corridor and the fact that it would
23 displace over 100 people, businesses and residents
24 of St. Charles, and is not a good location. Just

1 because it would relieve traffic from Route 20 and
2 the soon to be completed O'Hare, Elgin-O'Hare
3 Expressway. That's all.

4 * * *

5 MR. ORUM: Well, I'm Pete Orum. I am from
6 Midwest Groundcovers Nursery, P.O. Box 748,
7 St. Charles, Illinois. We are the nursery and the
8 other companies that would be very disrupted by the
9 CC&P corridor. So we are, obviously, very strongly
10 opposed to that. Two of our sister companies,
11 Midwest GroMaster and Midwest Trading, would be
12 totally gone, and about the third to about half of
13 the Midwest Groundcovers Nursery would be taken.
14 This would cut away employment of more than 100
15 people, and only at great cost and great difficulty
16 could we relocate those operations. So both for
17 that reason and for what we feel is traffic reasons
18 do we strongly urge that we build the Red Gate
19 connection. We feel that we cannot solve
20 St. Charles' problems by going as far away from
21 where the problems are as possible. We feel that
22 CC&P is as far away from it, away from where the
23 problems are, traffic. So I will finish up with we
24 are strongly opposed to the CC&P connection, and we

1 are urging for the Red Gate.
2 * * *

3 MS. LYONS: My name is Karen Lyons, and my
4 husband and I live at 6 N 334 Riverside in
5 St. Charles. First of all, we don't want a Red Gate
6 alignment at all. We do believe that the CC&P to
7 Stearns Bridge would work the best or the route.
8 South Elgin wants it, Du Page wants it, and that
9 area needs it. Downtown in St. Charles we need a
10 bridge at the truss. We have lived here for nine
11 years. I have sold real estate for six. It is
12 clogging up St. Charles. The road at Red Gate is
13 proposed to go over and hook up to the O'Hare-Elgin
14 freeway, can go over to 47 but it's just going to
15 make matters worse for St. Charles; and it would be
16 a help to South Elgin. I have read four of the
17 studies, the old studies, and all say that Red Gate
18 isn't going to help downtown, and that's really what
19 our interest is; but we are against all the Red Gate
20 alignments.
21 * * *

22 MS. BOND: My name is Felicite Bond. I
23 live at 907 Derby Court, St. Charles. I would just
24 like to say there is enough pavement in the world,

1 Dunham's Riding Club, you have the Castle, which are
2 all historical landmarks, plus the church itself.
3 Even if they didn't widen Army Trail Road until
4 getting west of the village, the impact on the
5 village would be tremendous because it would be
6 filtering traffic going through to get over the
7 bridge.
8 The other thing I feel that
9 financially for the taxpayers that the point of
10 least resistance would be the alternative to take.
11 You have got Stearns Road and North Bolz. We have
12 got Mooseheart where there aren't the amount of
13 properties involved and the amount of population,
14 the amount of people's homes. I would think it
15 would be easier to acquire land and cheaper. The
16 situation that you are going to be putting -- You
17 are you will be destroying an entire village. While
18 if you go Stearns Road or the other east-west
19 corridors, it wouldn't be putting people out of
20 their homes and you would still have the mobility.
21 I would like to make an addendum to
22 the prior statement that the Dunham Castle and the
23 Dunham Woods Riding club, which was the original
24 Dunham homestead and estate, are one of a kind.

1 and we do not need any more especially through
2 Wayne. I think it's a really cute town, and there
3 is not many of them left in the world. And taking a
4 highway through there is just not fair to the people
5 or the animals that live there. Thank you.
6 * * *

7 MS. MCDONNELL: Anne McDonnell, Curling
8 Pond Road in Wayne. I'm against Red Gate. I'm for
9 the railroad track and St. Charles' new bridge.
10 That's that.
11 Mrs. Gaylord Freeman on White Thorn
12 Road is opposed to Red Gate and in favor of the
13 bridge in St. Charles.
14 * * *

15 MS. MICHAELS: My name is Carol Michaels.
16 My address is 5 N 311 Powis Road, Wayne, Illinois.
17 I am totally, irrevocably, completely against Army
18 Trail Road as a corridor for the bridge to Red Gate.
19 We are one of the few historical sites left in
20 northern Illinois where the village is intact. That
21 should not be destroyed. Number two, we have a
22 situation where there are children on bicycles.
23 There are equestrians. This is the way it's been
24 from the beginning of the village. You have

1 They cannot be moved, cannot be replaced. I think
2 it would be a tragedy.
3 Also, the church in town was built
4 from the time the town was founded. The original
5 pews were there. I mean the bell tower, everything
6 is as we have been very careful to preserve it all
7 these years. And the people are very careful in
8 preserving their homes. I mean everything is
9 freshly painted. You don't find any dumps. I mean
10 people care about their properties. They have tried
11 to retain and maintain the original environment, and
12 it's quite an expense to everyone. Plus, the
13 community activities that surround the Village of
14 Wayne, the church activities, the garden club.
15 Everything is trying to preserve the antiquity of
16 everything. We have worked many, many years to do
17 this, which would all be destroyed.
18 * * *

19 MR. TIMM: Jerry Timm, 6 N 013 Route 31,
20 St. Charles. We are concerned with the Red Gate
21 alignment. A goes right over our house. B would
22 probably just take frontage for 31. I guess the
23 main comments are that we wish that they would do
24 everything to quicken up the procedure and decide

1 one way or the other where the thing is going to be
 2 sitting. We are -- You know, it's been, what, five
 3 years, six years, or something like that.
 4 MS. TIMM: We started a room addition and
 5 we are just stopped. We couldn't even sell our
 6 house now if we wanted to because no one is going to
 7 buy it because of all the media. And we can't
 8 finish it because we are afraid we are not going to
 9 get our money back if we finish. So it's one of our
 10 big concerns.
 11 MR. TIMM: We are impacted pretty greatly.
 12 She is in real estate. I'm in construction. And
 13 it's tying us up as well as our neighbors. In fact,
 14 there is homes that have been built since that
 15 aerial was taken. There is now an additional three
 16 homes involved. So, you know, as time goes on, more
 17 and more expenses are going to be needed to purchase
 18 property, etcetera, etcetera. We just kind of would
 19 like to comment that they get going and make a
 20 decision. I realize there are certain legal
 21 requirements, federal requirements, etcetera, but it
 22 would be nice if somebody just made a definitive
 23 decision. Thank you.
 24 * * *

1 regional arterial. And on its upper end it connects
 2 within 100 yards of the Elgin-O'Hare Expressway.
 3 Alignment C, the Army Trail alignment isn't a
 4 strategic regional arterial. And in fact, the
 5 transportation plan -- In fact, Army Trail is the
 6 only one that's not a strategic regional arterial.
 7 So much as I think Stearns make sense, I think Army
 8 Trail doesn't make sense. And I should probably add
 9 that even if they build at Army Trail, I wouldn't
 10 know it because I don't live very close to the road.
 11 That's all. And thank you very much.
 12 * * *
 13 MR. ERVIN: Let me just ask a question
 14 before you start, we are just moving into the area
 15 but we lived in the Geneva-St. Charles area for 20
 16 years, so we are just moving into one of the areas
 17 that's going to be like five houses from one of the
 18 proposed bridge areas. And so we really love what's
 19 going on in Fox Valley as far as the area. We are
 20 going into retirement. And it's beautiful and
 21 really a very casual place to live, and that's why
 22 we are moving there. So we see that the proposed --
 23 Which bridge proposal?
 24 MS. ERVIN: The Army Trail.

1 MR. PERKINS: My name is John Perkins,
 2 35 W 677 Park Lane, St. Charles. And I just want to
 3 say I'm against all three of the Red Gate corridor
 4 options. I think that the violation in the river by
 5 the railroad tracks has already given us the places
 6 where we should build the bridges, that being
 7 Stearns Road and downtown St. Charles. St. Charles
 8 can alleviate the traffic off of 64, and the people
 9 of South Elgin want the bridge at Stearns Road.
 10 * * *
 11 MR. SETTON: My name is George Setton and I
 12 live at 33 W 895 Army Trail Road in Wayne. And my
 13 comment is just that I'm in favor of the Stearns
 14 Road corridor because it's in accordance with the
 15 County land use plan. The concerned municipalities,
 16 Wayne and South Elgin, are in favor of it. And if
 17 the purpose of the bridge is to release or reduce
 18 congestion, alignment C, the Army Trail Road -- the
 19 Red Gate corridor, I should say, it doesn't relieve
 20 congestion. They can't make Army Trail in that area
 21 a four-lane road because of the historic district.
 22 And the amount of congestion that a two-lane road
 23 would relieve is minimal. And that's, in summary,
 24 that's why I support Stearns. It's also a strategic

1 MR. ERVIN: What's the one that's coming
 2 through the place that we live?
 3 MS. ERVIN: Army Trail B.
 4 MR. ERVIN: Army Trail B proposal is not
 5 what we want. We feel the people of Elgin or South
 6 Elgin have requested and want the bridge up there
 7 where they really need it and that would be the more
 8 appropriate location or the Stearns Road proposal
 9 would be more appropriate than Army Trail proposal.
 10 Do you have anything to add?
 11 MS. ERVIN: Yes, I do. We live five houses
 12 north of where Army Trail B comes in across the
 13 bridge. And we were told that anyone who lives
 14 within 30 feet of the bridge has to present a case
 15 as to why their property should be bought out.
 16 Otherwise, -- I think it's 30 feet, it could be 15
 17 feet -- they have to sit there with a bridge in
 18 their front yard, which is previously a quiet nature
 19 sanctuary. I feel that it's unjust to take small
 20 people and make them go to court and prove that they
 21 should move the bridge or to buy their house. That
 22 should be self-evident that if you have got a
 23 bridge, 15 -- a major highway 30 feet from your
 24 front door, the County should -- The easement

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1 shouldn't be 30 feet, it should be 130 feet.
 2 My first choice is Stearns Road
 3 because everyone in South Elgin wants it, and it's
 4 only like four or five miles from us. My second
 5 choice, though, is if the city -- The people who
 6 really want the bridge in our area is St. Charles.
 7 And the first choice, St. Charles has already built
 8 a bridge several years ago that went nowhere. We
 9 call it the Sunshine Bridge to Nowhere. I feel it
 10 was a decoy to keep them from putting the bridge
 11 where it should have been originally, which is on
 12 Dean Street. Dean Street on the east side of the
 13 river goes along the railroad tracks and passes
 14 right next to the north Pace property, the largest
 15 money and political power in St. Charles at that
 16 time. And I feel that's why it never went where it
 17 should have gone, which is Dean Street, because
 18 downtown St. Charles is pushing for this bridge in
 19 the St. Charles area, and they shouldn't push it up
 20 to where the people who have less expensive property
 21 who have to defend themselves against a bridge when
 22 the Mayor is sitting there where it needs to be.
 23 St. Charles needs a bridge over the Fox River that
 24 doesn't just have flowers on it or a bridge to

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1 nowhere. They need a major bridge along Dean Street
 2 that connects to Route 64 that goes somewhere, that
 3 gets you out of the area. And they have never done
 4 that.
 5 No one that I have talked to in this
 6 bridge project from the head of the bridge
 7 transportation all the way to these engineers, the
 8 engineer on Dean Street and the others, have
 9 actually been down to Riverside Drive in Elgin.
 10 They don't even -- They know there is a prairie
 11 there. They hardly notice what's there. It's a
 12 very up and coming area, and a lot of people have
 13 recently put money into that area. There are
 14 million-dollar homes just two blocks north of us.
 15 They are trying to put a bridge through there
 16 because there is a prairie.
 17 Now, they have a choice. Army Trail
 18 has a choice. There is no point in fighting Army
 19 Trail through Wayne because of the money and power.
 20 But Army Trail -- So we are down to Red Gate A or
 21 B. A goes through the field, and B goes and takes
 22 out half of the small community up there, which is a
 23 nice retirement -- The prettiest place in
 24 St. Charles and nobody knows it. They won't even --

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1 My feeling is they are ripping up the lives of
 2 people down there instead of the prairie. What's
 3 going on here?
 4 MR. ERVIN: That's pretty good.
 5 MS. ERVIN: I would just like to make a
 6 note. We drive Route 31 and Route 25, especially
 7 Route 25 north of St. Charles, several times a day.
 8 And we take our life in our hands because these kids
 9 are always coming at us head on trying to pass.
 10 It's a death trap. Everyone in St. Charles knows
 11 it. What's wrong with everyone? St. Charles,
 12 Route 25 needs to be widened to a bridge on Stearns
 13 Road or Dean, not through the little bird patch that
 14 doesn't affect all the big money in St. Charles.
 15 * * *
 16 MS. SELENIS: Debra Selenis at 6 N 245
 17 Sulkey in Wayne. And I want to just voice my
 18 opinion to say I strongly oppose the Red Gate
 19 crossing. I will strongly oppose any political
 20 figure that would support the Red Gate crossing.
 21 Our town is a community, a country community. It
 22 has many deer, many wildlife. We still have dirt
 23 roads. We have horses. We have plants. I believe
 24 the Red Gate crossing will increase traffic. It

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1 will hurt the country atmosphere. And that's about
 2 it.
 3 * * *
 4 MS. VITELLARO: My name is Pat Vitellaro.
 5 I live at 6 North 245 Sulkey Road in Wayne, and a
 6 constituent in Wayne that's strongly opposed to any
 7 Red Gate corridor. We work very hard to keep our
 8 property at the state that it is. It's a country
 9 atmosphere. We believed our politicians when they
 10 did the breakup between Dunham Road and Kirk Road
 11 and told us it would free up the traffic on Dunham.
 12 We approved it and the traffic on Dunham Road is a
 13 nightmare. I take Army Trail to work to get to my
 14 job. I will be unable to do so. I have a difficult
 15 time getting onto Army Trail now, and it will just
 16 become a huge nightmare. We also will not support
 17 any funding for Red Gate, and we will not support
 18 any political candidate who supports Red Gate.
 19 Thank you.
 20 * * *
 21 MS. CRAWFORD: My name is Barry Crawford.
 22 I live at 602 Fox Lane Drive, St. Charles, Illinois.
 23 The building of this bridge is going to dramatically
 24 affect my family, our quality of life, and my

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1 property value which is where I have all of my money
 2 invested right now. I live right next to 25. I
 3 paid \$510,000 for my house, and the County taxes me
 4 at \$650,000 a year in value. I pay \$12,000 to
 5 \$13,000 a year in taxes. I have had no say in
 6 whether this project is going to go through or not.
 7 No one consults me or asked me how it's going to
 8 affect me. And if the bridge goes in, it will wipe
 9 out the home equity that I have built up, which is
 10 over 200 -- I'm sorry -- \$150,000. I will have to
 11 start over. And I would like to know how I'm going
 12 to either be compensated so I can move, sell my
 13 house and move, or if there is any way to stop it.
 14 But I am totally against the bridge of any -- any
 15 bridge whatsoever.
 16 * * *

17 MR. RAINEY: My name is Steve Rainey, and
 18 we live at 6 N 370 Essex Avenue, St. Charles here.
 19 And given the facts that we have seen here tonight,
 20 based on the amount of homes that would be displaced
 21 and the cost, I would rather see it go through
 22 Stearns right straight across. It seems the more
 23 direct route. I'm definitely opposed to the Red
 24 Gate crossing. I don't think it's necessary, and I

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1 don't think it's a good spot to put it. Anything?
 2 MS. RAINEY: That's what I have to say.
 3 * * *

4 MS. BALLARD: Tom and Diana Ballard,
 5 5 N 659 Pearson Drive, Wayne, Illinois, 60184.
 6 MR. BALLARD: We strongly oppose the
 7 bridge. They will be taking our home. We looked
 8 long and hard to buy this home. We have four
 9 children, and we want to raise them in one home. We
 10 don't want to move. We don't want to make them go
 11 to different schools. They are taking too many
 12 homes and have to do too much work to put this
 13 bridge in. It doesn't make any sense.
 14 MS. BALLARD: I agree with what Tom just
 15 said. We want to add onto our house. We can't do
 16 anything because of this bridge situation. We don't
 17 want to waste money. We want our kids to stay with
 18 the same friends that they are growing up with, go
 19 to school with. And it makes more sense to put
 20 bridges in in different areas. We don't need the
 21 Red Gate crossing. It's not needed. It just takes
 22 traffic out of the way for most people.
 23 MR. BALLARD: The Red Gate crossing will on
 24 the west side go to nowhere, to fields. On the east

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1 side it takes you to a long narrow dangerous stretch
 2 of road on Army Trail. And the Stearns Road Bridge
 3 will eventually be taken all the way out to
 4 Route 47. And the Stearns Road is already starting
 5 widening east of Route 59 to four lanes, which
 6 eventually will be hooked into Elgin-O'Hare, which
 7 makes thorough sense.
 8 * * *

9 MS. LUTZ: It's Sara Lutz, address is
 10 5 N 985, Route 31, St. Charles, 60175. I would like
 11 to go on the record as being opposed to all three of
 12 the Red Gate alignments for several reasons. First,
 13 it's one of the last relatively untouched areas
 14 still remaining on the Fox River. I believe that
 15 construction of a bridge in any of the three Red
 16 Gate alignments would make it impossible to remain
 17 the aesthetic, natural quality of the area, in
 18 addition to the fact that it's the last navigable by
 19 motor boat stretch of the Fox River. And it is yet
 20 to be touched by other municipalities and would ruin
 21 recreational opportunities for so many people in
 22 Kane County who depend on that stretch of river.
 23 I'm also concerned about the
 24 environmental impacts of the noise and the pollution

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1 as a result of that. And of course, certainly
 2 concerned by the fact that two of the alignments
 3 surround my house. I believe it would be difficult
 4 to continue to live in the Kane County area with
 5 that kind of construction.
 6 My last concern is basically that as a
 7 taxpayer I expect the Commissioners to be cognizant
 8 of the spending ramifications. The Red Gate
 9 alignments are the most expensive and I believe most
 10 unnecessary alignments for the County to pursue. I
 11 would strongly oppose construction of the bridge at
 12 that cost and at that -- at any of those locations,
 13 because I believe it will represent the Commission
 14 is not making wise use of taxpayers' dollars.
 15 * * *

16 MR. LUNDEEN: Elwood Lundeen, 35 W 517
 17 Elmwood Avenue, near Fox River Estates. I'm kind of
 18 at the point where we are accepting the fact that we
 19 are going to have a crossing at Red Gate, especially
 20 since they need the busing for the school, the north
 21 school at Dunham and the conversion of this Wredling
 22 school over to a high school. But we should do it
 23 with the least amount of impact.
 24 I see you had a variation up there

1 where it says crossing at Crane and Pearson Lane and
2 also crossing at East Bluff Forest Preserve. And I
3 think that is a very reliable way of going because
4 the fact that it's the least amount of impact from a
5 property standpoint, from the people in the Fox
6 River Estates, and it's actually more direct to get
7 over to Route 25. And so it would be the least or
8 the best economic. That's about it.

9 * * *

10 MS. LAMBERT: Elsa and John Lambert,
11 5 N 464 Derby Road in Wayne. Opposed to the Red
12 Gate corridor. It would just destroy the Village of
13 Wayne's nature. The road cannot absorb -- It would
14 destroy the village. That's my statement.

15 MR. LAMBERT: That's it.

16 * * *

17 MS. RICHARDSON: Judy Richardson, 5 N 170
18 Powis Road, Wayne. I'm opposed to the Red Gate
19 crossing for open space reasons, for destroying a
20 historical area, very few left in the state. It
21 takes out more houses. It costs more than any of
22 the other. And my husband is opposed, too. I
23 represent him. He isn't here. His name is Art
24 Richardson. He's out of town.

1 the bridge for a lot of reasons. It's very costly
2 for one thing. It's going to destroy a lot of
3 homes. It's going to destroy a lot of natural
4 areas. There are very few places where wild animals
5 can live. Wayne is a community that still has
6 places around wild animals can live, and it would be
7 a great detriment to that. It's a historic district
8 in Illinois. There aren't many of them in Illinois.
9 And also there are still a lot of equestrians
10 including a lot of children who ride horses in that
11 area. And having Army Trail disturbed in any way
12 and more traffic increased on Army Trail would be
13 very dangerous to them. There are trails all along
14 the edge of Army Trail that our children ride on,
15 and there are activities. It will be very dangerous
16 for them in that situation. So there are a lot of
17 good reasons to not have a bridge there. Thank you.

18 * * *

19 MR. PACUINAS: Edward Pacuinas, 5 N 646
20 Pinelands Drive. The bridge is going to go right
21 over the top of my house, right over, just wipe me
22 out completely. And the area, the area is really,
23 it really should be preserved for antiquity because
24 it's the old original oak or Pinelands Dance Hall

1 * * *

2 MS. SCULL: I'm Sharon Schull, and I'm also
3 reporting for Phil Scull, my husband. We live at 34
4 West 260 Army Trail Road in Wayne. I'm opposed to
5 the Red Gate crossing and there are many reasons,
6 one of them being that it's a historic district and
7 there aren't very many of those left in Illinois.
8 It will destroy the most homes and it is the most
9 costly.

10 * * *

11 MS. HULL: Mary Hull, 32 West 450 Army
12 Trail Road in Wayne. I'm opposed to the bridge, the
13 Red Gate Bridge, going across to Army Trail
14 primarily because it will devastate and ruin a
15 community that I have grown up in and I'm now
16 raising my own children in. The historical
17 significance of the town will be ruined especially
18 when they can put the bridge somewhere else.
19 Environmentally it would be devastating and socially
20 and any other -- Economically it will be
21 devastating. Thank you.

22 * * *

23 MS. TROYER: Audrey Troyer. I live at
24 33 W 260 Woodmere Lane in Wayne. And I'm opposed to

1 and all the cottages have still been well-maintained
2 as it was built years and years ago by Mr. C. H.
3 Anderson, who also was the contractor who built the
4 St. Charles civic building. So it's just a crying
5 shame that they have to put it through there and
6 disrupt the whole thing. I have much more to say.
7 I'm only speaking for the owner, who right now is
8 Mr. Ray Anderson and who is incapacitated at the
9 moment. That's about all I have to say. Just a
10 sorry state of affairs. Thank you.

11 * * *

12 MS. SHELTON: Hi, I'm Jane Shelton, 1036
13 South Second Street in St. Charles. I'm here to
14 learn about the bridges and to voice my opposition
15 to the Red Gate Road crossing. I live in
16 St. Charles and I live in this area, and I don't
17 really want to see that happen.

18 * * *

19 MS. MC DONNELL: Morgan and Katherine
20 McDonnell. We live at Army Trail Road in Wayne,
21 Illinois. We are against the Red Gate crossing
22 because of the impact it's going to have on the
23 houses, and our community as we know it would be
24 destroyed. We also feel that it's totally against

1 the federal 2020 plan, which had totally different
 2 plans for corridors, and it was not on the plan.
 3 And I think this is directly opposed to what the
 4 federal wishes are. So what do you want to add?
 5 MR. MC DONNELL: And it would be a highly
 6 dangerous location for this bridge and the
 7 subsequent traffic for being close to both small
 8 automobiles as well as truck traffic. The area has
 9 over 500 horses, which if they are ridden simply
 10 once a day, once a week crossing the highway, they
 11 will end up with over 1,000 horses weekly crossing a
 12 two- to four-lane highway, and it's become highly
 13 traveled within a rural community. It's not
 14 consistent with the open spaces. That's it. We
 15 would be in favor of the road -- the bridge crossing
 16 at --
 17 MS. MC DONNELL: Stearns.
 18 * * *
 19 MR. YAVARI: John Yavari, 35 West 199 Army
 20 Trail. I'll get right to the point. I'm absolutely
 21 opposed to any bridge located on the Red Gate
 22 corridor. I feel that it should be up either at
 23 Stearns Road or at the Chicago Northwestern Railway.
 24 MS. YAVARI: My name is Cynthia Yavari. We

1 have three properties. 35 West 129 Army Trail. And
 2 I am also against the Red Gate corridor, against
 3 that. I prefer Stearns Road. That's it.
 4 * * *
 5 MS. BOND: I'm Christy Bond, 5 N 958 Surrey
 6 Road, Wayne, Illinois. I'm opposed because I think
 7 we too seldom look forward to the future, and we
 8 regret what we have done in the present. We just
 9 moved here a couple years ago from Boston where they
 10 have overdeveloped and now they covet their open
 11 spaces. I think we can learn a lot by looking at
 12 the east coast and not developing with no mind to
 13 the future.
 14 * * *
 15 MS. BOND: Eleanor C. Bond, and I live at
 16 1430 Division Court, St. Charles, Illinois, 60174.
 17 I just moved here. My parents just moved here. And
 18 one of the most unique things about Wayne is its
 19 land and its beauty, and that there are no
 20 stoplights, just the old fashion way. The Wayne
 21 Country Store is one of the greatest stores and that
 22 they are just willing to take it away to have more
 23 people grow, have more houses, have it developed
 24 more is just sad to me. So many places in the

1 United States are trying to preserve history, and
 2 the fact that they are just willing to tear it down
 3 for, what, a few more roads is not very considerate.
 4 I'm completely opposed to every which way about it.
 5 That's it.
 6 * * *
 7 MS. GARSIDE: Melissa Garside, 32 W 370
 8 Army Trail Road in Wayne. I'm, obviously, extremely
 9 opposed to this. I'm also very frustrated, you
 10 know, over the past numerous years they have done --
 11 spent hundreds of thousands, if not millions, of
 12 dollars on consulting fees on this proposed bridge.
 13 And more often than not, the engineers, the
 14 consultants, whatever, have declined to support it
 15 and have found other avenues more beneficial in so
 16 many respects. And whoever the powers that be, and
 17 I don't know who they are, will not take the advice
 18 of the engineers and the consultants. And it seems
 19 like they will -- If this engineer and consultant
 20 says no, "Well, we'll try this" or "We'll try this
 21 one" until they can get the answer they want. Not
 22 to mention the disruption to all the homes. I mean
 23 there are so many other viable corridors that would
 24 disrupt so many fewer homes and communities. Wayne

1 is, you know, one of the few preserved historic
 2 rural villages as opposed to bedroom community tract
 3 home subdivision subgroups in the Chicagoland area.
 4 And this would absolutely be the kiss of death for
 5 Wayne. Absolutely. I mean no doubt about it.
 6 Our church is literally right on the
 7 sidewalk. Our school, our historic homes, the
 8 Castle. All these things absolutely cannot be
 9 replaced and are part of our history, a part of
 10 Illinois history, a part of United States history.
 11 I am sick of this, the tear-down mentality. And
 12 someone, you know, has a financial motivation for
 13 this bridge. That someone or some, whoever they
 14 are, are the ones that continue to push for this
 15 corridor when more often than not it has been
 16 rejected, declined, whatever, for a multitude of
 17 reasons. And I don't think our representatives are
 18 listening. I think they are listening to financial
 19 returns as opposed to their constituents and the
 20 well-being of our community.
 21 * * *
 22 MS. KOHL: Teresa M. Kohl. Our address is
 23 33 W 770 Army Trail Road in Wayne, 60184. I am
 24 adamantly opposed to any bridge along the Red Gate

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1 corridor, particularly those that will align with
 2 Army Trail Road. My 75-year-old home will be only
 3 one of scores that will be destroyed or devalued,
 4 not mention the loss of mature trees. End of
 5 statement.
 6 * * *

7 MS. ARMBRUST: Karen Armbrust. My address
 8 is 5 N 648 Dunham Road, Wayne, Illinois. I'm also
 9 Chairman of the Historic Site Commission. We have
 10 recently submitted a comprehensive architectural and
 11 historical record to the State of Illinois
 12 Historical Preservation Agency. Funds for this
 13 project were jointly provided by the Village of
 14 Wayne and the Illinois Historic Preservation Agency.
 15 The aim of this submission is to create and preserve
 16 an historic corridor that encompasses the entire
 17 Village of Wayne and, most importantly, historic
 18 Wayne Road also known as Army Trail. We strongly
 19 give our support to all parties opposing a bridge at
 20 any of the Red Gate sites and any plan that will
 21 change the character of the village as we know it
 22 today, Wayne Historic Sites Commission.
 23 MR. ARUMBRUST: Dave Armbrust at 5 North
 24 648 Dunham Road in Wayne. The comment I would like

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1 to make is I believe urban planners should go back
 2 100 years to Brigham Young's day where when he moved
 3 into town he built the roads 100 feet wide, which
 4 they still are today, right down the main street of
 5 Salt Lake City. It's interesting to me to have
 6 taken urban planning in college and to find yet
 7 today, which was only by the way 20 years ago, but
 8 to find yet today that everyone seems to be playing
 9 catch-up. When they built 294 going north, they
 10 subsequently then built a subdivision, Forest Glen I
 11 believe is the name of it, and people moved into
 12 that area already knowing what they were up against
 13 or what they were getting into.
 14 When we moved to Wayne ten years ago,
 15 we moved for the rural ambiance of the village and
 16 the neighbors in the neighborhood. And slicing it
 17 down the middle with the highway corridor would be
 18 divisive to not only the neighbors in the
 19 neighborhood but to the historic nature of the
 20 neighborhood and everything therein. Thank you.
 21 * * *

22 MS. LUKASZEWSKI: My name is Allison
 23 Lukaszewski. I live at 33 West 025 Rochefort Lane
 24 in Wayne. I'm here as just a member of the Wayne

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1 community. I'm opposed to this proposal, the Red
 2 Gate proposal. I feel like if they want to do
 3 something, they should put it at Stearns Road where
 4 it disrupts the least amount of homes. I feel like
 5 there has got to be some kind of hidden agenda. I
 6 can't believe that this hasn't already died a
 7 terrible death a long time ago because this plan is
 8 the most expensive, disrupts the most people, and
 9 should be financed by the people of St. Charles, the
 10 ones who want the growth in their community and are
 11 not willing to pay the price.
 12 * * *

13 MS. PHILLIPS: My name is Debra Phillips.
 14 My address is 35 W 074 Army Trail Road in Wayne.
 15 I'm vehemently opposed to the Red Gate corridor
 16 personally because I would be affected and my house
 17 would be destroyed ultimately. And also the village
 18 that we cherish and live in would be destroyed. We
 19 think there are other viable options as in Stearns
 20 Road, and that is proved out by all the studies that
 21 have been paid for and not heeded by the
 22 politicians. I'm equally upset that my
 23 representative, John Hoscheit, is not here to hear our
 24 comments this evening.

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1 * * *

2 MR. ROACH: Mary Roach, 5 N 235 Elm Road in
 3 Wayne. I'm representing our family. I have lived
 4 in the community my entire life. There has always
 5 been talk about a bridge. There has never been a
 6 need for a bridge at the Red Gate corridor that I
 7 can see. Red Gate corridor bridge would go nowhere.
 8 It would dump out into a lot of the historic
 9 districts that have been hard-fought and hard --
 10 It has been hard to get them established. There are
 11 so few historic districts in Illinois to begin with,
 12 I don't know why in the world we want to jeopardize
 13 one of the few sites. There are too few sites that
 14 we have. The Red Gate corridor takes the most
 15 private homes as far as I know. It's the most
 16 expensive.
 17 Our family is in the bridge
 18 construction business. We have been in it for over
 19 35 years. And from my experience, if you build a
 20 bridge, you are going to add traffic to that
 21 location. You are not going to divert traffic from
 22 other places. You are going to build a traffic
 23 force in that location. If you build a traffic
 24 force in that location, like I say, it's not going

1 anywhere. You are just going to wipe out forest
2 preserve space, which is very valuable. In this day
3 and age when ozone depletion is a big issue and the
4 temperature -- rising temperatures, I don't know why
5 we would want to heat up more open space by taking
6 away a bridge.

7 Furthermore, people moved to this part
8 of the state for the open space. So we would just
9 be wiping out a huge reason of why people support
10 this community. On the weekends, there are hundreds
11 of people who ride their bikes down Army Trail Road
12 because they like the open space. They come out
13 here from Chicago. They come from Indiana. They
14 come from all over the place just to enjoy the open
15 space. So it's just not for people who live here,
16 but people to come here to enjoy it as well.

17 It seems to me that St. Charles wants
18 a lot of development. They want hotels. They want
19 business development. They want community
20 development, but they don't want the traffic. And I
21 don't -- I think it's really unfair for them to
22 expect to build a bridge miles from their downtown
23 and expect people are going to use the bridge and
24 then drive back down to their downtown to support

1 I had another one, too. Well, the
2 thing about being the most expensive. If it's the
3 most expensive, it's going to be the longest
4 construction schedule. It's going to cause the most
5 disruption to the community for the longest amount
6 of time. Any time there is road construction there
7 is a risk of accidents and traffic, you know,
8 problems. I know this because I'm in the bridge
9 building business. So that's another reason against
10 it.

11 And the other thing I would say is it
12 seems like the community has always been opposed to
13 the Red Gate corridor. And it's IDOT who keeps
14 coming back saying "We want Red Gate. We want Red
15 Gate. We want Red Gate." And they just keep
16 shopping around for a consultant who is going to
17 come back and provide them with the answer that
18 says, "Oh, Red Gate is the way to go." Every time
19 they hired a consultant to do a study, the
20 consultants come back and said "Red Gate doesn't
21 make sense." So there must be some kind of
22 political agenda that they are trying to force this
23 Red Gate through. They should really think about
24 what makes sense for the community, what make sense

1 their downtown. There are a lot of people in Wayne
2 who support the downtown in St. Charles, and I don't
3 see what building a bridge north of the town is
4 going to do for their traffic problems. If they
5 want another bridge, they should build it right
6 there in that old train bridge. I think it's the
7 CNN corridor, whatever.

8 What else? Oh, it's the most
9 expensive, too. And I don't -- No one in the
10 community wants it. So it seems to me if you have
11 got all these highway dollars that you want to spend
12 on development, spend it someplace where people are
13 looking for the development. This is just going to
14 irritate many people and make people mad. If people
15 on the west side feel that they need a bridge
16 because they need to get to the east side, they
17 should have thought about that when they bought
18 their house or when they lived there. I mean all
19 the new development, the people on the west side are
20 the ones who are asking for the bridge to get over
21 to the east side. Well, the people on the east side
22 have been there for a long, long time. I don't see
23 why they should be uprooted to provide a convenience
24 for the people on the west side.

1 for the area, what makes sense for the whole county
2 area, not just a selfish reason to put a bridge
3 there and wipe out forest preserve land.

4 I have one more reason. Oh, it
5 doesn't coincide with the 2020 land use plan. So if
6 we have got this huge plan for land development and
7 land use in 2020, why are we diverting from that at
8 this point? I don't think there is a need for a
9 bridge at all. But if we absolutely had to have a
10 bridge, I would say the Stearns Road corridor is far
11 more viable than Red Gate.

12 * * *

13 MS. BARRETT: My name is Elizabeth Barrett.
14 I live at 5 N 031 Ridge Lane in Wayne. Basically
15 I'm for them doing nothing. I don't want Red Gate
16 Road. I don't want them to widen Army Trail Road.
17 They are going to destroy an extremely historic and
18 pristine environment, and I don't understand why
19 they have to feel compelled to do that. It's
20 ridiculous. We don't need to go faster and we don't
21 need to get their faster. It's okay to have
22 residential areas and forest preserves preserved for
23 the future. Why do we need to have to keep putting
24 in more roads to bring more people? That's all I

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1 want to say. And my husband feels the same way.
 2 I wish our representative was here to
 3 answer questions, Hoscheit. Like why do they keep
 4 pushing this through and destroy the town of Wayne?
 5 I just don't understand why. I just want to know
 6 why. So I'm against all the Red Gate stuff. Thank
 7 you.
 8 * * *

9 MS. NEMECEK: Chris Nemecek. My address is
 10 32 W 650 Rochefort Lane in Wayne. I oppose the Red
 11 Gate crossing. I think it's a very poor place to
 12 put a bridge. Army Trail is the only way people can
 13 go if the crossing was there, and it's right through
 14 the center of Wayne. And we just don't need any
 15 traffic there. You know, we don't want it. And I
 16 just think there is better places to put it further
 17 north but not where -- not Red Gate.
 18 * * *

19 MR. STARR: My name is Daniel Starr. My
 20 address is 6 North 117 River Drive in St. Charles,
 21 and I'm not representing anybody but myself. I will
 22 just make a statement here. My comment is I'm
 23 opposed to all the Red Gate road alignments. When I
 24 look at this Fox River Bridge Study News, it has a

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1 set of requirements and purposes for the bridge. I
 2 don't see that the Red Gate Road alignment serves
 3 these purposes very well at all. And it has really
 4 enormous costs in terms of money and houses
 5 destroyed. It seems to me the only thing the bridge
 6 accomplishes is to create a direct route from Wasco
 7 to Stratford Square mall. I don't see how that fits
 8 in with the purposes of reducing congestion in
 9 St. Charles or improving access to the downtown
 10 shopping district or for that matter fits into with
 11 containing development in the eastern part of the
 12 County. So that's the nature of my opposition. I
 13 think it's a badly thought out plan.
 14 * * *

15 MS. HOWLAND: Heather Howland. Our address
 16 is 32 W 040 Army Trail Road in Wayne. I just would
 17 like to say that I am definitely against the Red
 18 Gate corridor. And basically it seems like it
 19 doesn't go anywhere except for into a historic
 20 district, which there are not very many of. So I'm
 21 not sure how that's going to help traffic except for
 22 make it worse in a small community that doesn't have
 23 a traffic problem right now. I also know that it's
 24 the most expensive, and it's going to destroy the

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1 most houses. I would prefer to see the Stearns
 2 corridor or the Dean Street option bridge.
 3 MR. HOWLAND: My name is David Howland.
 4 I'm at 32 W 040 Army Trail Road, Wayne. I'm opposed
 5 to the Red Gate corridor bridge specifically because
 6 it doesn't seem to preserve the environment that I
 7 live in directly on Army Trail Road. And it
 8 according to the 2020 land development plan states
 9 that it wants to preserve the environment. This
 10 seems like it dramatically is negative to the
 11 environment. It does seem to be the most costly. I
 12 think that possibly the Stearns corridor may be a
 13 good alternative or the Dean Street corridor.
 14 That's it.
 15 * * *

16 MR. RUSSELL: My name is Ronald Russell. I
 17 live at 3014 Glen Eagles Court, St. Charles.
 18 I'm representing myself and my wife. Very few times
 19 I can speak for my wife, but this is one of them.
 20 Okay. And you want my opinion which isn't too
 21 humble? It seems to me that -- Well, if one needs
 22 a crossing, it seems to me that it should be the
 23 central region that is from Stearns Road to McDonald
 24 Road. Why? My opinion is is that it is, as

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1 mentioned, centrally located so it services people
 2 to the north and the south that can get on, and
 3 there is a considerable population that would be
 4 impacted negatively if it was on the north region or
 5 the south region. So my understanding is it will be
 6 a four lane rather than a two lane. So therefore,
 7 it will have a greater capacity. It is the more
 8 expensive now. But in the long-term, it's the least
 9 expensive because if you have to add more lanes
 10 later on it's -- It would be inflationary dollars.
 11 So it also impacts in my opinion less residents, so
 12 it deflates less property value. So there is four
 13 points.
 14 The fifth point is that it's a buffer
 15 if one were to use that location, it impacts less
 16 residents because it's buffered by two nurseries, a
 17 stone quarry. And then there is a long distance
 18 that is buffered by the railroad to the north. And
 19 it just seems to me good planning for those reasons,
 20 and I respectfully submit those.
 21 * * *

22 MR. DUNN: Craig Dunn. Address, 32 W 796
 23 Army Trail Road in Wayne. At this point all I can
 24 do is make another vote against the Red Gate

1 crossing. Certainly we do need another bridge over
2 the river, but I think the heaviest impact is with
3 the Red Gate crossing. Stearns seems to be a
4 lighter impact on both the natural aspects and on
5 the people in the area, and that pretty much sums it
6 up.

7 * * *

8 MR. LEE: My name is Frank Lee, 5 N 771
9 Weber Drive. And that's Wayne, 60174. And we are
10 very much opposed to the Red Gate crossing period.
11 It will change the whole nature of the area. We
12 moved to the country. You know, we just bought
13 three acres there. It would just change it
14 altogether. That's one of the reasons we moved out
15 there. What else can I say?

16 MS. SHERMINE LEE: No bridge.

17 * * *

18 MS. JENSEN: Molly Jensen, 35 W 476 Elder
19 Avenue. The only reason I am really concerned about
20 this is because there are so many homes. There are
21 more homes than they anticipated. There are 30
22 homes, not 27. There has been new homes built where
23 either young families in the area or were older that
24 have been established there for years. And I mean

1 doesn't hurt the environment or would take out as
2 many homes as it would right along that particular
3 Red Gate corridor. I guess that's it.

4 * * *

5 MR. KOWALEWSKI: Daniel A. Kowalewski,
6 350 South Second Street in Elgin, 60123. I'm a
7 member of the South Elgin Economic Development
8 Council. We are in full support of the CC&P
9 Railroad extension of McDonald Road to Stearns. We
10 feel from an economic development point of view it
11 will bolster the growth along Randall Road,
12 Route 31, McLean Boulevard, and also Route 25.

13 We also feel that this would also
14 alleviate the traffic congestion that is on the
15 present South Elgin Bridge, which is called State
16 Street, which now empties into both residential
17 areas on the east and west side. We feel for the
18 health of the downtown South Elgin area, it is vital
19 that a major bridge be built as an east-west
20 corridor tying together the Du Page County side of
21 Stearns Road to the Kane County side of Randall
22 Road.

23 We have asked the Village of South
24 Elgin to pass a resolution in support of our group.

1 years, like over 30. I'm 20. I'm there 20 years.
2 I'm the youngest of the group.

3 There are a lot of environmental
4 things, too. Because we -- There is birds that
5 come there, animals that you wouldn't believe that
6 come through my yard. We have just counted in the
7 last year 30 different varieties. And I guess I'm
8 an environmentalist if you want to call it that.
9 I'm concerned about the environment, the trees. And
10 if they take out all that stuff, besides my own
11 home, I guess I can handle it; but I don't know
12 about my 80-year-old mother. And I'm just concerned
13 about these other people that bought and have
14 established brand-new homes right along our street.
15 Three that I can name right offhand, and there is
16 two more on Maple. And I mean these are brand-new
17 homes they have. What are they going to do?

18 And it's a constant battle. And we
19 have been battling this for ten years. And I don't
20 know what else I can say. But please, please choose
21 something else. I was looking and it seemed like
22 Stearns Road or Dean Street seems to be the most
23 accessible that I have seen, but it would -- And it
24 doesn't -- I don't know how to say this. It

1 And they have passed resolution No. 1998-0701, which
2 I will put into our comment section. So not only is
3 the business community supporting the CC&P extension
4 so is the Village of South Elgin. Thank you for
5 doing this open house for us.

6 MS. KOWALEWSKI: Erin Kowalewski, 33 West
7 930 Army Trail Road in Wayne. Voicing an opinion
8 opposing the Red Gate corridor due to the
9 destruction it would bring to the forest preserve as
10 well as to the homes that would have to be destroyed
11 in order to be built.

12 * * *

13 MR. JOHNS: My name is Bryan Johns. I live
14 at 35 West 396 Pearson Lane in St. Charles,
15 Illinois, 60174. It's actually in Wayne but a
16 St. Charles mailing address.

17 MS. JOHNS: You finish your questions.

18 MR. JOHNS: Okay. The questions I had, a
19 couple of questions I had, one is if the bridge is
20 put in front of my house but I am not at all in the
21 easement or the right of way am I going to be
22 compensated for the view of having a bridge in front
23 of my house? If it doesn't impact my property
24 directly but it does impact my view, is there going

1 to be compensation to me? Am I going to have the
2 opportunity to be bought out? Or how would that be
3 handled, the people that aren't actually physically
4 impacted by the bridge?

5 MS. JOHNS: On a permanent basis.

6 MR. JOHNS: Yes, on a permanent basis.

7 And the other question I have is as
8 far as access, I looked at the Red Gate Road C
9 option, and it seemed to me -- and maybe I'm not
10 seeing the whole picture here, I haven't got a
11 detailed plan -- but I don't see where I'm going to
12 have access back out to 25. The access that I have
13 is going to be impacted as well. I don't know how
14 it is I'm going to get to my house out to the road,
15 out to 25 or out to any access. I don't know what
16 they are planning on doing on that. Is the existing
17 Pearson Lane going to continue to go to 25? And I
18 think that's all I have got for now. I will have
19 other questions later.

20 MS. JOHNS: My Name is Linda Johns, and I
21 also live at 35 West 396 Pearson in St. Charles,
22 60174. Sort of hopping onto his question about the
23 alignment, will there still be a Pearson Lane if
24 technically Pearson isn't affected by alignment B,

1 being really necessary at this location. There were
2 many alignments shown from the very beginning and a
3 lot of them were eliminated for whatever reasons,
4 but I don't see the necessity of a bridge at this
5 location, that's alignment C, Red Gate to Army
6 Trail. I'm curious about the numbers of traffic,
7 the traffic numbers existing and proposed, that
8 would warrant a bridge at this location. You know,
9 where are these numbers originating? And why is
10 there a necessity of them going through this exact
11 location?

12 That sort of goes on to the next
13 question, isn't the real problem located in the
14 St. Charles area with the volumes of traffic that
15 are passing through and the volumes of traffic that
16 are being congested on the existing bridges in that
17 location? Wouldn't it be better for us to solve the
18 problem where the problem really lies? And if that
19 means that St. Charles has to pay additional taxes
20 and maintenance fees for a bridge, then so be it.
21 It's their problem. They should take care of it.

22 And also, I have some additional
23 comments about the needs that are being met as shown
24 on the exhibit in this room. One of the first

1 only part of it is affected by alignment B and there
2 is a remainder left, is there anything -- Is it
3 still going to remain intact, or are they going to
4 also take out the rest of those homes? Is there
5 going to be any access to those homes that are west
6 of Weber Road?

7 And the other questions that I have
8 got are regarding the proposed right-of-way that is
9 shown. Would there also be additional easements
10 taken for construction purposes? On these exhibits,
11 are all the areas that are being impacted shown on
12 these exhibits or not? And basically I'm wondering
13 if these are just the permanent right-of-ways being
14 shown. Are there also construction easements that
15 are not being shown? So if they have to change the
16 profile of the road and bring it in much higher than
17 what it is right now, they are going to have to take
18 additional properties north and south of these
19 right-of-ways if they are not going to build a
20 bridge, if they are just going to build up with
21 embankment. So that's my question, if there are
22 construction easements; and if so, how much are the
23 construction easements going to be taken.

24 I also have a question about a bridge

1 exhibits that are being shown as the needs being
2 met, A, was serve existing land use; B, serve the
3 future land use; and C, enhance the traffic network.
4 I don't think a bridge would provide for the needs
5 in our area, existing or proposed. And I don't see
6 what the great importance is for us to have this
7 alignment again through Red Gate and Army Trail. It
8 just doesn't make any sense to me. That was about
9 it.

10 * * *

11 MR. ZVITT: My name is Gary Zvitt. I live
12 at 35 W 745 Highview Court, which is Farmington on
13 the Fox, which is about half a mile south of Red
14 Gate Road just east of 31. I have been a
15 St. Charles resident for 24 years now. And I'm
16 opposed to Red Gate crossing, all three alignments,
17 for a number of reasons. I think first and foremost
18 the economics of it, those alignments are some of
19 the most expensive alignments going up to about
20 \$77 million.

21 Not only the economics but the quality
22 of life issue, I have lived out here for 24 years
23 and it's a quality of life issue for me. I commute
24 to Chicago every day so I spend three hours

1 commuting. And I came out here for the peace and
2 quiet. My wife is originally from St. Charles, her
3 parents are from St. Charles, and her grandparents
4 are from St. Charles. And the growth has I think
5 really contributed to some of the major problems
6 that exist now and St. Charles is contributable to
7 the congestion certainly with the development of Red
8 Gate apparently without having any plan for crossing
9 the river, and I think it's too late to put a bridge
10 there. Most of the people that live in this area
11 came here because of the quality of life. They
12 don't want to see that destroyed by an expensive
13 bridge over the river, especially a bridge that goes
14 through -- an alignment that goes through forest
15 preserve property. And that forest preserve
16 property on the west side of the river, in
17 particular, is a gem on the Fox River. Alignments B
18 and C would really destroy the value of that forest
19 preserve property.

20 If I have to support a crossing, I
21 would say I would support the CNNW crossing because
22 it's only a \$25 million expense; and it represents a
23 true bypass for Route 64 where all the congestion
24 is. So I would be in favor of that crossing. If a

1 bridge has to be built to solve St. Charles'
2 problems, St. Charles needs to look within its own
3 back yard. I think that crossing represents the
4 most economic sense, and from just a practical point
5 of view it's a natural bypass for the traffic on
6 Route 64. Thank you.

7 * * *

8 MR. HEITZ: My name is Philip Heitz. My
9 address is 7 N 416 Route 31. I'm in St. Charles
10 Township just south of South Elgin. Now, I guess to
11 start off with, it's always been my opinion that the
12 Red Gate crossing over to Army Trail Road straight
13 hookup is the only one that's ever made any sense.
14 And because of the politics involved in this whole
15 thing, I find it being totally ignored by even the
16 newspapers, especially the Kane County Chronicle,
17 they don't even mention that that's an option
18 available. It's the easiest, the least expensive,
19 takes the least earth moving, and the most logical
20 hookup when you take a look at either of the roads
21 on either side of the river. For them to ignore
22 that and instead try to pursue something like the
23 one just south of South Elgin there seems a bit
24 foolish because of the amount of earth that needs to

1 be moved, the damage to the wetlands and so on that
2 will be done. It's a very awkward thing to build.
3 And so I think that due attention should be given to
4 actually putting in Red Gate, whatever the politics
5 of the issue say. And I realize that's the only
6 block to putting it there is the politics, not the
7 logic of the benefits to the community.

8 The one down in St. Charles doesn't
9 make much sense at all because of the fact that they
10 have already got bad traffic on Route 64 on the east
11 side of town. And putting that road through there
12 is not going to stop that bad traffic bottleneck at
13 that point where it goes into Route 64 east in
14 St. Charles. So it's just illogical to put it there
15 to alleviate traffic downtown, but I don't think
16 anybody is going to get any further any faster as a
17 result on that east-west corridor because it's going
18 to bottleneck up on the east side of town.

19 Same thing with the one at the
20 railroad tracks south of South Elgin when it hooks
21 up with Stearns Road. If you go out to Stearns Road
22 during rush hour traffic right now any morning, the
23 traffic is backed up all the way from Route 59 to
24 Bolz Road there. And so if it's backed up that much

1 right now, once they hook up to that expressway, and
2 if they don't do anything to Stearns Road and there
3 is nothing on the map showing they are going to do
4 anything to Stearns Road, you are going to end up
5 with the same problem except now it's going to be
6 backed up all the way to Randall Road. So that's a
7 useless corridor at this time unless they do other
8 improvements. That's the main points I wanted to
9 make at this time.

10 * * *

11 MS. SCHEFFLER: Name is Mary Scheffler. I
12 live on Army Trail Road in Wayne. I just feel that
13 a crossing at Red Gate will destroy Wayne. And
14 Wayne is too good and too historic a community to
15 which to do that. It just couldn't exist the way it
16 is. It would just have to go away. And I feel that
17 the answer, the long-range answer that people should
18 get started on, is public transportation, creative
19 public transportation that runs often and on time.
20 Thank you.

21 * * *

22 MS. STEELE: Barbara Steele. The mailing
23 address is Box 347, Wayne. The location address
24 34 W 335 Country Club Road in Wayne. I believe we

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1 should do the logical thing, taking the most traffic
 2 from Route 64 corridor, which would be the Dean
 3 Street crossing. The other alternative should be
 4 the Stearns Road crossing because that would divert
 5 a major highway to an area that did not affect the
 6 industrialized area. And it could be taken directly
 7 over to Route 59 with the least hassle or
 8 inconvenience to existing structures.
 9 The Red Gate corridor would be
 10 principally an effort to divert traffic to the new
 11 high school. That could be handled by building a
 12 new high school on the west side and taking a great
 13 deal of the current traffic and needs away from that
 14 area. Thank you.
 15 * * *

16 MR. FESSLER: I'm Jeff Fessler, 35 W 384
 17 Elder. My comments on the bridge are I think that
 18 the Red Gate corridor A bridge is needed to be built
 19 if it is the best feasible route, very similar to
 20 the way the Elgin-O'Hare Expressway was built, to
 21 give big and large enough buffers and not to take it
 22 and just push it into a residential area. Granted,
 23 the bridge is going to be elevated, a proper
 24 distance should be given. And leaving one side of

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1 Elder Avenue is going to be having highway debris
 2 and snow, when they plow for snow, will be falling
 3 into our yards and onto our road and easements. So
 4 that we would be left with -- They would be
 5 shortening up our property if they didn't take both
 6 sides of the road. What type of compensations would
 7 there be for leaving the houses? How are the houses
 8 going to be bought out fairly?
 9 I don't feel that the Red Gate
 10 corridor should be used. There are other areas that
 11 do need the bridge more than us. I think the
 12 Algonquin area could use the bridge much more than
 13 us. I feel that the bridge is something that is a
 14 political ploy between St. Charles and Kane County
 15 and is used because we cannot -- We don't have
 16 village or city representation. And to get a hold
 17 of the County board members and the meetings when
 18 they are supposed to be are quite hidden and quite
 19 restricted for people to find out unless you are a
 20 village member or you are an attorney. Thank you.
 21 * * *

22 MR. CLEAVENGER: My name is Tim Cleavenger,
 23 I live on Fletcher Road in Wayne, Illinois. I'm
 24 here to voice my opposition to the Red Gate

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1 corridor, of course. That must go without saying.
 2 But I have really no more to add.
 3 * * *

4 MR. SMUNT: My name is Steven Smunt. I'm a
 5 resident of St. Charles. I'm here representing
 6 myself as a concerned citizen and voter. I'm also
 7 chair of the Historic Preservation Commission in
 8 St. Charles. I have some initial concerns about
 9 the St. Charles corridor. I feel that, one, it
 10 fails to connect Route 25 and Route 31. As a
 11 result, it is not as versatile of a corridor as some
 12 of the other proposals. It directs a lot of
 13 eastbound traffic onto east Main Street, which is
 14 already congested four times a day due to rush hour
 15 and high school traffic. The high school traffic is
 16 backed up sometimes a mile or more at Dunham Road.
 17 I don't think the bridge design that
 18 was proposed is sympathetic to the historic district
 19 architecture or the existing railroad bridge or even
 20 the existing local bridges that cross the Fox River
 21 in St. Charles. This corridor would require
 22 reconstruction of three local street overpasses.
 23 Reconstructing these overpasses would result in
 24 three oversized bridges as they relate to historic

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1 district architecture of the residences that lie
 2 immediately adjacent to these overpasses.
 3 To speak on the Stearns Road corridor,
 4 I support the Stearns Road corridor. It's
 5 equidistant between U.S. 20 and Illinois Route 64.
 6 It seems to have the least amount of negative impact
 7 on residences, homeowners. It intersects with
 8 Route 25 and Route 31 and as well as Randall Road.
 9 And my only negative feeling about Stearns Road is
 10 the poor architectural design of the bridge. Again,
 11 I don't feel their bridge is architecturally
 12 sympathetic to the adjacent railroad structure,
 13 especially when looking at it from the river, the
 14 river environment. Thank you.
 15 * * *

16 MR. LEMKE: Good evening. My name is
 17 Arthur Lemke. I live at 3214 Blackhawk Trail in
 18 St. Charles. I am an elected official representing
 19 the 2nd Ward in St. Charles, generally the area
 20 north of Route 64 and east of Permission. My
 21 comments tonight will focus on the CNNW/Dean Street
 22 option. It appears on its technical merits to have
 23 several fatal flaws. It would impact and destroy
 24 historically significant original housing in an

1 historic district and substantially rehabilitated
 2 homes in the area from generally the river through
 3 its connection with Route 64.
 4 Also, it impacts a very vital part of
 5 downtown St. Charles and its park district,
 6 Potawatami Park, which is significant for a number
 7 of events like the annual Dragon Boat Race, which is
 8 unloaded in this area, the fireworks, the National
 9 Night Out. All of these occur in that park
 10 district, and it would reduce the critical mass of
 11 the park district property. I would be surprised if
 12 the park district could find a proper way to
 13 mitigate by acquiring other corresponding land.
 14 Also, that option fails to consider
 15 the impact on Route 64 east of the Cedar Avenue
 16 Business Center shown on the map. The Cedar Avenue
 17 Business Center is in the vicinity of 11th Avenue.
 18 And from that point east it perhaps assumes that the
 19 traffic brought to the area by this bridge would
 20 continue on the existing Route 64 right-of-way and
 21 envelope. The service level to the east of this
 22 site is already very low or unacceptable in
 23 something like the 40th to 60th highest hours of
 24 traffic in the week. Normally we would expect some

1 Likewise, in the area of the Third,
 2 Fourth, and Fifth Avenue intersections it appears
 3 that this option assumes the subway underneath the
 4 Third -- Second, Third and Fifth Avenue viaducts for
 5 the railroad, and it doesn't appear that there has
 6 been any impact analysis. And in fact, those would
 7 probably be more costly than a straight structure on
 8 even land. So there is a lot of topography that may
 9 not have been considered in a linear foot, linear
 10 cost-per-foot analysis.
 11 Finally, the project fails to avoid
 12 brand-new residential construction, that some of
 13 that construction has been built in the last ten
 14 years. In the Timbers subdivision, it would
 15 probably cause removal of several houses and
 16 destruction of homeowners' berming and landscaping,
 17 which was meant to protect them when they bought
 18 those lots. Finally, it fails to avoid new
 19 properties that have been zoned and are under
 20 development in the Foundry Business Park area.
 21 Having said that, I think the fair way
 22 to compare this alternative would be to cost out
 23 additional lanes from the east approach out to
 24 Route 59 or Kirk Road to compare this with other

1 diminished traffic service in the 20 highest hours
 2 normally associated with the rush hour. This street
 3 is already somewhat congested for a 40- or 60-hour-
 4 per-week period because of the standard rush hour
 5 and an incremental rush hour due to high school and
 6 local business impacts.
 7 Next, the footings of the assumed
 8 bridge and arch structure look suspect. And if they
 9 were considered in the costing seems not to be
 10 sufficient. The cost of the footings, the head
 11 walls, and perhaps the arches, are more than would
 12 normally be associated with a bridge the height of
 13 Prairie Street and other existing and recently built
 14 structures in St. Charles.
 15 The option fails to consider
 16 reconnecting the traffic back to 64 on the west end.
 17 And traffic would have to -- from 64 would have to
 18 turn north and impact the service levels at the
 19 Route 64-Randall intersection. And furthermore, the
 20 project as drawn fails to connect with Route 25 and
 21 Route 31 and would cause a lot of backward or kind
 22 of back-flow traffic and impact on existing
 23 intersections that do intersect Route 25 and 31. So
 24 that's a concern.

1 proposals that would connect Kirk Road. And
 2 likewise, to cost out a westerly approach by
 3 increasing the cross-sectional width and depth of
 4 the pavement from Dean Street to its eventual
 5 connection with Route 64 in the area of Wasco.
 6 Thank you very much.

7 * * *

1 STATE OF ILLINOIS)
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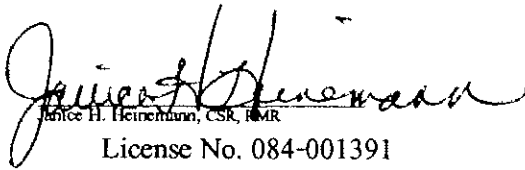
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I, JANICE H. HEINEMANN, CSR, RMR, do hereby certify that I am a court reporter doing business in the State of Illinois, that I reported in shorthand the testimony given at the hearing of said cause, and that the foregoing is a true and correct transcript of my shorthand notes so taken as aforesaid.


Janice H. Heinemann, CSR, RMR
License No. 084-001391



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VOLUME II

PUBLIC HEARING

IN RE: Fox River Bridge Crossings

Oral comments taken during the public hearing of the above-entitled matter, held at Wredling School, St. Charles, Illinois, taken by Cheryl Brabec, a CSR in the State of Illinois, on the 14th day of July, 1998, commencing at the hour of 2:00 o'clock p.m.

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MS. GROSSKLAG: My name is Nancy Grossklag. My address is 34 W 940 Army Trail, St. Charles. I have no affiliation. I'm a human being living in a beautiful world and I'm trying to keep it that way. It is our fervent hope that the County Board will be farsighted enough not to destroy one of this area's most beautiful and historically meaningful locations. Army Trail Road should not become a four-lane highway or a highway carrying high rates of traffic either because of a direct access bridge or one slightly removed that will still direct great volumes of traffic to it. By the same token, a huge monstrosity of a bridge with 60- to 80-foot pylons has no place in this lovely valley. Such a regional bridge belongs farther north where it can connect to Stearns Road, and should cross the river as far north as possible. If money is your main consideration, and it seems to be, then please use your state and federal funds for this bridge. I feel that very few residents of this and other areas would seriously object to a series of smaller bridges which simply go from one

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side of the river to the other, rather than connecting 25 to 31 or Randall to anything else, as does the Prairie Street Bridge, and thus break up the traffic so that no one community bears the brunt of ensuing destruction.

* * *

MR. BEEH: My name is Norm Beeh. I live at 628 South 6th Street, in St. Charles. I am a native of St. Charles, lived there for 52 years. I'm a licensed professional engineer. I've worked in transportation, highway transportation, improvements for over 30 years. We desperately need new bridges and, in my opinion, the most critically needed one is a direct bridge from Red Gate Road to Army Trail Road. Army Trail Road has been a county highway for a long time, probably 40, 50 years. It's a natural connection to the east; it's a major arterial through DuPage County. There should be a -- first phase would be a two-lane connection between Red Gate directly to Army Trail. I'd also like to see other bridges built, but it's time to stop studying 'em and start building 'em.

* * *

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MR. GRAY: My name is Allen Gray. I live at 31 W 775 Army Trail Road, in Wayne. I'm a homeowner. I don't feel that the bridge at Red Gate would -- it would almost destroy the village of Wayne with increased traffic. There's enough traffic there now, which more traffic would have a tendency to lower property values. And since I live right on the road, I'm, you know, rather -- very opposed to construction of the bridge, even though in the village the road would not be widened from what I understand. But the fact that you'd have so much increased traffic volume, that it would really become a very dangerous situation, I think, plus the impact on property values.

* * *

MR. CZERWINSKI: Lawrence Czerwinski. I live at 5 North 117 Fox Bluff Court. I think that a bridge should be built at Red Gate Road, Item C on the map, C as in Charlie. And I think that's a very good plan, because we do need a bridge between South Elgin and St. Charles--we definitely need a bridge. Now, if

1 that comes to pass, I'd like to know what will
2 happen west of Randall Road on Red Gate Road: Will
3 that tie into Bolcum Road or... So I'd like a
4 little response. That's all I have to add.

5 * * *

6 MR. SWANSON: My name is Jeff Swanson.
7 My address is 35 W 347 Elder Avenue, St. Charles,
8 Illinois. I have no affiliation with any group.

9 My concern is with Option B of the
10 Red Gate Road Corridor for the bridge, which would
11 place the bridge approximately 100 feet behind my
12 backyard. There's been no plan that I have heard
13 so far to purchase my house or offer any
14 compensation for the effect it will have on my
15 property, which I'm sure will be detrimental. And
16 if something can be addressed towards that end,
17 I would be greatly appreciative, because my house
18 is, I'm sure, as valuable as any of the other
19 County Board members' houses, and they wouldn't
20 want to see their property values depreciate
21 either.

22 MRS. SWANSON: Rebecca Swanson. If they
23 do decide to put in Option B and they do not
24 compensate us in any way, will they put up a sound

1 Bridge Crossing.

2 * * *

3 MS. ISBELL: I'm Donna Isbell. I live
4 at 525 Longmeadow Circle, in St. Charles, behind
5 Tin Cup Pass.

6 I teach at Wredling, which is on the
7 corner of Red Gate Road and Route 31, and I'm
8 amazed at the traffic. From the corner of 31 and
9 64, I count cars once in a while in the morning.
10 At least 100 cars are coming at me. That doesn't
11 mean that they're all going to cross the river--
12 I'm not saying that. But what I am saying, that's
13 a high volume of traffic, that I see no other place
14 to put the bridge except at Red Gate Road.

15 And I'm tired of my tax money being
16 spent on all these studies. The millions of
17 dollars that have been spent -- and I'm sure it's
18 in the millions -- could be put toward building a
19 bridge, and not by the railroad in St. Charles.

20 I want to add one more thing. I had
21 one student that lives on the east side of the
22 river who said that his mom and dad wanted the
23 bridge at Red Gate so that they could sell their
24 home. Maybe we need to take a little bit of a

1 barrier and/or a wall to protect litter from coming
2 into our yards, and will they landscape that so
3 that we don't have to look at the ugly brown wall?
4 You know, that would be at least an option.

5 * * *

6 MS. JAHN: Deborah Jahn. I don't know
7 the exact address; we've just bought the farm on
8 Red Gate Road.

9 This may be less expensive than
10 other bridge proposals, but it would have the most
11 negative impact. It would destroy Red Gate Road
12 and Army Trail Road. This is one of the most
13 beautiful rural residential areas in the
14 Chicagoland area, and it would be destroyed with
15 truck traffic and a four-lane, even a two-lane
16 highway. It would devalue millions and millions
17 of owners' properties.

18 It may be the most central location
19 of the bridge proposals, but it is the most
20 illogical of all. Why would anyone want to destroy
21 the St. Charles community? Our farm would be
22 destroyed, the old Long View Farm, and there is too
23 much history here to just bulldoze over. I'm
24 definitely in opposition to the Red Gate Road

1 survey on some of these people's opinions.

2 * * *

3 MS. REED: My name is Donna Reed. I live
4 at 30 W 173 White Oak Lane, in Wayne.

5 I am opposed to the Red Gate
6 Bridge. I feel other bridges located north would
7 be more appropriate because they would follow the
8 present development pattern.

9 * * *

10 MS. BARTON: My name is Noonie Barton.
11 I live at 5 N 219 Elm Road, in Wayne. I am
12 president of the Wayne Community Association.

13 The Red Gate site is the wrong
14 choice. It is not regional, it costs too much, it
15 displaces too many homes and, worst of all, it will
16 take public open space.

17 On the other hand, Stearns Road is
18 regional. Stearns will be a strategic regional
19 arterial. Dean Street also provides a nice bypass
20 for St. Charles. Thank you very much.

21 * * *

22 MRS. GRAY: My name is Julie Gray.
23 I live at 31 W 775 Army Trail Road, in Wayne,
24 Illinois. I'm a homeowner, and a very distressed

1 homeowner at this point.
 2 We've lived here for 35 years, we've
 3 raised a family, and we have noticed that the whole
 4 area has become very noisy, lots of traffic. And
 5 we find that the police in our area can't even keep
 6 up with the amount of cars that we have going
 7 through now. So I shutter to think what the bridge
 8 is going to do to this area.

9 I also worry about the ambiance of
 10 the village, which is charming, and I'm afraid that
 11 widening the roads, which I can't imagine that they
 12 won't have to do, will destroy a lot of the lovely
 13 old homes that are along Army Trail. The road will
 14 be practically right at their front doors. And so
 15 I guess that's about it.

16 Although I am distressed about the
 17 environmental part of it, too. Being a birder,
 18 I like seeing all the critters and the birds
 19 coming through, migrating through, and I'm just
 20 afraid that this whole thing is going to come to
 21 a crashing halt. Thank you very much.

22 * * *

23 MS. MITCHELL: My name is Yvonne
 24 Mitchell. I live at 515 Walnut Street, in

1 I mean -- and then if, of course, if
 2 the other one at CC&P on the north side would be
 3 better than the Dean Street. That's the one that I
 4 just am dead against. I just think that's just
 5 ludicrous.

6 * * *

7 MR. KOSTEL: Dr. Francis Kostel,
 8 Superintendent of Schools, Community Unit School
 9 District 303. And I'll read the statement, okay.
 10 "As the Kane County Board, Illinois
 11 Department of Transportation and the Federal
 12 Highway Administration review the complex issue of
 13 bridge locations over the Fox River, let me share
 14 some perspectives from Community Unit School
 15 District 303.

16 "The school district includes an
 17 area of approximately 57 square miles. The Fox
 18 River runs directly through the school district.
 19 The river divides the school district into unequal
 20 pieces. This is unequal in size and also unequal
 21 in the distribution of students. Presently more
 22 students live west of the river. However, with
 23 numerous residential developments proposed on both
 24 sides of the river, it is extremely difficult to

1 St. Charles. I live in St. Charles downtown.
 2 So the first thing I'd like to say
 3 is that how seriously Dean Street Bridge would
 4 impact the east side of St. Charles. 64 is already
 5 -- has too much traffic on the east side, and, you
 6 know, we'd get nowhere. Besides, we have three
 7 bridges within a couple blocks of each other in
 8 Downtown St. Charles anyway, and so it doesn't seem
 9 reasonable to pack another one in there. And then
 10 there's a long distance, of course, between
 11 St. Charles and Elgin, and Red Gate does just seem
 12 like really the only place we can go.

13 And it's tragic about Wayne, but
 14 going across the -- and if they had to go the
 15 northern stretch of Red Gate, I mean that would be
 16 better than not doing it at all, I guess. But I'd
 17 certainly think that going through Army Trail Road
 18 is the cheapest and the most feasible, and it would
 19 help the most with everything.

20 There's so much growth on the west
 21 side of St. Charles. I mean, I just keep
 22 wondering, you know, how are people going to get
 23 across the river, I mean, sprout wings or what?
 24 So I feel really very strongly about that.

1 predict the future; but, clearly, more vacant land
 2 is available west of the Fox River. Presently the
 3 school district's population is 9,912, and our
 4 projections and demographic studies indicate that
 5 in the next five years that student population will
 6 grow to at least 11,000 students, and possibly as
 7 many as 12,000 students.

8 "Presently the school district
 9 utilizes over 60 buses every day. These buses
 10 traverse the school district in three separate
 11 'runs' from 6:30 a.m. to 9:15 a.m., and again from
 12 2:00 p.m. until 4:30 p.m. In addition to these
 13 major 'runs,' other transportation needs exist in
 14 the middle of the day and for numerous after-school
 15 activities.

16 "The central location for bus
 17 transportation is located on Randall Road near
 18 Route 64. Although the transportation department
 19 is constantly examining ways to make bus runs more
 20 efficient, the majority of buses are crossing the
 21 Fox River at least six times every day. In order
 22 to best utilize an individual school facility,
 23 students may be transported from both sides of the
 24 Fox River.

1 "Given these logistics, the school
 2 district would significantly benefit from another
 3 bridge across the Fox River. After examining the
 4 three possible sites in the St. Charles area, the
 5 Red Gate Road site would provide the maximum
 6 benefit to the school district. The Dean Street
 7 location does not address our needs farther north
 8 in the district, and the CC&P/Stearns Road location
 9 is located farther north than the existing schools
 10 it would serve, such as Wredling Middle School,
 11 Anderson Elementary School, and Ferson Creek
 12 Elementary School.

13 "Thank you for the opportunity to
 14 provide input into this crucial decision for the
 15 21st century."

16 * * *

17 MR. WINSOR: Ronald J. Winsor,
 18 266 Sedgewick Circle, St. Charles, Illinois
 19 60174. I will be within 100 feet of one of the
 20 alignments if it goes through.

21 "Every bridge site yet proposed is
 22 going to bring dislocation, emotional pain and
 23 economic stress to someone. No matter which site
 24 may be selected, there will surely be a reactive

1 "If, as proposed, the Union
 2 Pacific/Dean Street alignment is chosen and
 3 constructed, it is not intended to make connection
 4 with any cross street between Randall Road and
 5 12th Avenue. This includes the two state routes
 6 (25 & 31). This requires that all traffic changes
 7 that are made between these state routes will avoid
 8 the bypass. Any through traffic by long-distance
 9 heavy trucks will avoid the bypass rather than make
 10 a quarter-mile correction on Randall Road to get
 11 back on Route 64. This alignment will make no
 12 change in the traffic problem east of 12th Avenue.
 13 It will create a new traffic hot spot where the
 14 bypass and Main Street meet, and necessitate a
 15 costly road construction and traffic light need."

16 "On the page entitled 'Summary of
 17 Alignments Under Consideration,' is a line - houses
 18 displaced. The figure quoted is 7 for the Union
 19 Pacific/Dean Street alignment.

20 "Two buildings in the Manor Homes
 21 of the Timbers located on Sedgewick Circle are
 22 surely going to be threatened. All of the
 23 19 buildings in the Manor Homes are duplexes -
 24 that is, each building houses two families.

1 rally to obstruct the proposal. Part of the
 2 reaction will be based upon how disruptive the
 3 bridge and its approaches will be to life as it is
 4 now. Often overlooked are the possible plus
 5 factors that may be generated in years to come.

6 "One factor almost impossible to
 7 determine or predict beforehand is this:
 8 Considering the emotional and financial costs,
 9 which site is going to be most productive in
 10 advancing the free flow of traffic in the future?
 11 How much relief is going to be generated by each
 12 dollar invested? Will some sites be more
 13 productive than others?"

14 "Personally, I am most impacted by
 15 the Union Pacific/Dean Street proposal since I live
 16 on Sedgewick Circle to the north of the railroad.
 17 The railroad right-of-way is within 200 feet of my
 18 property. Four of my close neighbors will lose
 19 their homes. If I can do no other, I could live
 20 with the increased noise and the decreased value
 21 of my home. However, I am very doubtful that I
 22 could recover the loss of value from any government
 23 entity since my property is not being invaded.
 24 I very probably will have to 'eat' my loss.

1 If the survey lists these two as houses to be
 2 displaced, they should be aware that they are
 3 displacing 'four' families."

4 * * *

5 MS. MEDWICK: Joanna Medwick. My address
 6 is 6 N 642 Willowbrook Drive, St. Charles.

7 After taking a number of routes to
 8 get across the Fox River, I'd like to express a
 9 variety of issues regarding some of the sites.
 10 First of all, I think that everyone will be
 11 impacted no matter what decision is made, and I
 12 think it needs to be made objectively with the most
 13 benefit and without any political comments.

14 I've taken a variety of routes,
 15 especially when the Main Street Bridge was out, and
 16 there's some things that I don't know if they've
 17 been brought up but I think are of concern.

18 First of all, the Northwestern/
 19 Dean Street situation. I think everyone's
 20 concerned about traffic west, however little's been
 21 mentioned about regarding the junction that's going
 22 to need to be made when this route will meet with
 23 Route 64. Currently, the traffic is heavy during
 24 the Main Street Bridge closing. Those of us that

1 got off at North Avenue, attempted to take 12th or
 2 10th Street, which is east still of where the
 3 junction would be, met with heavy traffic.
 4 Main Street was blocked. Even though they went --
 5 even trying to take Illinois and Prairie Street
 6 bridges, even utilizing those, there were problems
 7 getting across the river.

8 There are many offices and other
 9 businesses in that location. There are car
 10 dealerships, et cetera, up through Dunham Road that
 11 will also be greatly impacted. And I have concerns
 12 about how people will enter from the east coming
 13 into St. Charles past Dunham and what the impacts
 14 will be there prior to getting onto the routing --
 15 the Northwestern tracks.

16 The Stearns, the concern I have,
 17 I've taken -- I tried taking this route and
 18 Stearns. It has a bridge approximately one mile
 19 north of it. State Street, yes, it's not a direct
 20 path, but it is in alignment. The impact of this
 21 alignment, when it meets with Dunham and Stearns,
 22 is going to be a major traffic issue. Stearns at
 23 this time is also two lanes going east, east of
 24 Dunham, and the amount of traffic for this route

1 makes it very difficult to get to and from.

2 The Red Gate Army Trail, this shows
 3 the most direct route and offers the most feasible
 4 solution, I think. Traffic already impacts Wayne
 5 on the east side between 59 and Wayne proper, as
 6 well as at Dunham and Army Trail. If anyone has
 7 ever sat at the stop signs there, they will know
 8 that traffic is greatly impacted already.

9 The future site of the 2nd high
 10 school in St. Charles, which is located on 31 and
 11 Red Gate, also shows a need for a quick route
 12 between the east and west side of town, especially
 13 in regards to the emergency vehicles. And you will
 14 also be having many student drivers who will need
 15 to go east and west across the river. The shortest
 16 distance -- in math, they say, the shortest
 17 distance between two points is a straight line.
 18 That's what makes this route the most reasonable
 19 in my estimation.

20 I'm not affiliated with any
 21 political thing, and that's my thoughts.

22 I would like to add, no matter what
 23 decision is made, someone will be impacted. It
 24 doesn't matter who. Whether it's five homes, ten

1 homes, two homes, someone will be impacted. So you
 2 have to make the best decision, being objective,
 3 again without any political biases, regarding it.

4 * * *

5 MS. BELL: My name is Susan Bell. I live
 6 at P.O. Box 1219, 5 N 796 Rochefort Lane, and
 7 that's in Wayne, Illinois, and I'm against the Red
 8 Gate Crossing.

9 * * *

10 MR. CHRISTERSON: My name is Richard
 11 Christerson. I live at 5 N 953 Route 31, in
 12 St. Charles. I'm with FAB, but other than that,
 13 I'm just a homeowner in the area.

14 I would like to state that I am most
 15 definitely opposed to the route to the Red Gate
 16 Crossing of the river, for several reasons. One is
 17 that it deposes the most people of varied income
 18 groups, that it will destroy a beautiful piece of
 19 the river, and that the other crossings are more
 20 practical and less expensive.

21 MRS. CHRISTERSON: Ditto.

22 * * *

23 MR. JENSEN: I'm here with my wife,
 24 Peg Jensen. My name is William T. Jensen III.

1 Our residence is 34 W 606 Army Trail Road, in
 2 Wayne, P.O. Box 74. My phone number is 584-8085.
 3 We have been residents of Wayne for 12, 13 years
 4 now.

5 We own a piece of property on
 6 Army Trail about a quarter to a half mile east of
 7 Route 25 on the north side of the street, and it's
 8 a 125-acre farm which we have been reconstituting
 9 to (a) The Natural Oaks of Anna, as it used to be
 10 here in the State of Illinois, and (b) we're
 11 reconstituting another 35 or 40 acres of this for
 12 the natural Illinois prairie. We've been working
 13 on this for about eight years now, and will
 14 continue to expand our endeavors, with the object
 15 of it becoming part of a nature conservancy so that
 16 it will be for the enjoyment of future generations
 17 to know what it was like to live in the Illinois
 18 savanna and Illinois natural prairie. Now, that's
 19 a little bit about our history.

20 Now, opinions. One of the key
 21 things, I think, is that Stearns Road is now going
 22 to be four lanes in the County of DuPage to the
 23 Kane County line. It seems logical that with this
 24 four-lane road ending there, that Kane County

1 should extend this four-lane road on Stearns, and
 2 it also seems logical that the railroad being there
 3 just west of Route 25 and Stearns intersection
 4 would appear to be a natural corridor for a
 5 four-lane road. And the real object that we see is
 6 for traffic to get across the Fox River. And not
 7 just at 31, it really has to go to Randall Road.
 8 Because your next bit of expansion is going to be
 9 on Randall Road or west of Randall Road, maybe even
 10 out to 47. And, as we all know, they've been
 11 talking about Route 47 as being the next natural
 12 four-lane corridor. Now, Randall Road currently is
 13 four lanes and so it would be natural for the
 14 north/south to be probably at 47. Well, that's the
 15 first thing that seems to be logical.

16 I think the 2nd thing is to say some
 17 of the problems on the Red Gate Crossing. One is
 18 that if you use Army Trail, because it's only
 19 66 feet wide, there's no way that you can logically
 20 put in a four-lane highway, so you have to have two
 21 lanes. And if you continue with two lanes, even
 22 though it's upgraded, you're still going through
 23 the historical district, not only the Village of
 24 Wayne, but also the intersection of Army Trail

1 and Dunham.

2 The 2nd thing is that when you get
 3 on the west side of the river, there are more homes
 4 that are going to have to be condemned in
 5 St. Charles because you're going to need this
 6 right-of-way to go past the school in order to get
 7 to Randall Road. And I think that's going to
 8 create a problem as far as the schoolchildren are
 9 concerned here.

10 The other thing is that at Red Gate,
 11 there's going to have to be condemnation of forest
 12 preserve land and wetland, which is hard enough to
 13 come by. And I say that because we've put in a
 14 couple of ponds on our property as part of the
 15 natural Illinois prairie, and once you get it,
 16 it's awful hard to give it up. Or maybe it's too
 17 easy to give up and it's hard to get back again.

18 We think that there are a couple of
 19 other natural situations which we've seen here in
 20 the room. If you want to get from 25 to 31, one of
 21 them obviously is the Chicago and Northwestern
 22 freight line, which runs north of the Hotel Baker
 23 in Downtown St. Charles. And another one, just for
 24 the purpose of getting across without -- which

1 wouldn't disturb too many people, is the one at
 2 Country Club.

3 I recognize, since we live on
 4 Army Trail, it sounds like I'm not in favor of
 5 Red Gate. Well, it's true, I'm not. But I'm
 6 trying to give some logic to our negation of this
 7 and offer some positive alternatives. That's what
 8 I'm after. Thank you.

9 * * *

10 MR. ZAHM: John Zahm, 213 South Jackson
 11 Street, and that's in Batavia, 60510.

12 In 1996, I ran for the Kane County
 13 Board in this corridor. I was a resident of
 14 St. Charles Township from 1993 to '96. At that
 15 time, I took a position in favor of the Stearns/
 16 CC&P Corridor as the best corridor, and I stand by
 17 that position.

18 I don't believe anything has changed
 19 from the original Benesch studies--that was the
 20 consulting firm in the past. And I stand behind
 21 Stearns/CC&P because it will aid economic
 22 development in the South Elgin area. It has less
 23 impact upon established residences than the Red
 24 Gate Corridor, and it has less impact upon

1 commercial businesses than the Dean Street
 2 Corridor.

3 Financially, we're only going to be
 4 able to afford one bridge in this corridor, so it's
 5 important that we select one that is the best
 6 regional alternative. I feel strongly that the
 7 Stearns Corridor is the regional alternative,
 8 whereas the other two are more focused upon the
 9 needs of the City of St. Charles. So if the county
 10 is going to take an active role in the bridge
 11 siting process, it ought to be a bridge that will
 12 serve the largest number of potential people.

13 * * *

14 MS. ATKINS: Beth Atkins. I live at
 15 31 W 768 -- Wayne, Illinois -- Orchard, I'm sorry,
 16 Orchard Lane, in Wayne, Illinois 60184.

17 Well, I'd like to say that if we
 18 don't preserve our small towns and country roads,
 19 then we'll have nothing left. So I would prefer
 20 that the bridge be built some place else. Never
 21 mind all the environmental stuff, never mind the
 22 need, never mind this, it's just that's as simple
 23 as it is for me right now.

24 * * *

1 MR. FRASER: My name is John Fraser.
 2 I live at 5 North 636 Route 25, in St. Charles,
 3 roughly where Army Trail Road deadends at Route 25,
 4 in a very highly targeted area of this whole
 5 controversy.

6 We've lived in this location for
 7 12 years, moved west from Chicago. My wife still
 8 works in Chicago, and we commute. And I am
 9 self-employed, but I conduct business in Chicago,
 10 as well as all over the country. And we have
 11 adjusted to the travel time from St. Charles to
 12 wherever we have to go. So if there's an argument
 13 that's been directed at this controversy relative
 14 to getting somewhere quicker and that justifies a
 15 bridge, then I personally would have to totally
 16 disagree, from the standpoint that we chose this
 17 location to get away from all those things and you
 18 make adjustments to accommodate the travel time.
 19 So we are terribly upset that this quality of life
 20 is being threatened.

21 We live in a 100-year-old house that
 22 quite probably will be landmark status at one
 23 point. And personally, I think east of us, in the
 24 Village of Wayne, to have that village be

1 I think in this case someone has got to speak up
 2 and protect the land.

3 * * *

4 MS. FORD: Susan Ford, 35 W 610 Park
 5 Lane, St. Charles, 60175. I live in the Farmington
 6 subdivision; that would be definitely affected by
 7 the Red Gate Corridor choice.

8 But beyond that involvement, I see
 9 that as an illogical choice for another bridge
 10 across the river. It will not relieve the traffic
 11 problems on Route 64 because it's too far north.
 12 It's the one that has the greatest impact on
 13 private properties. A number of houses would be
 14 gone on each side of the river. Wayne doesn't want
 15 it; the community doesn't want it.

16 CC&P would serve as a good regional
 17 corridor. Elgin wants it, DuPage County wants it,
 18 South Elgin it. It seems if you're going to build
 19 something, build what the people need and want,
 20 where they won't be fighting you and throwing their
 21 bodies in front of bulldozers.

22 And although the city seems to be
 23 putting up every obstacle to avoid it, for 25 years
 24 or more they've been toying with the idea of a

1 devastated and possibly destroyed by this kind of
 2 growth is mind boggling--it's irreplaceable. That
 3 village predates the Civil War. There are
 4 countless homes that are approaching landmark
 5 status as well. And it's rural, it's horse
 6 country. To drive up and down that road and see
 7 carriages and fox hunting and a quality of life
 8 which speaks of a quieter, gentler time, if I may
 9 use those words, to have that loss is
 10 immeasurable. And an extra 20 minutes in a car
 11 possibly, or sitting in traffic for an extra five
 12 minutes, I think that's a small price to pay for
 13 that kind of thing being lost.

14 Granted, I am taking this
 15 personally, because I'll be impacted on two sides,
 16 and I'll probably have to pick up three bags of
 17 litter every day rather than two. Not to mention
 18 all the other senses being filled with this kind of
 19 change, whether it's noise, pollution, the smell,
 20 the increased traffic, the increase in crime, the
 21 increase in everything. Once it's gone, it's gone;
 22 it is not replaceable. I personally think it
 23 should be protected. And granted the needs of the
 24 many have always overpowered the needs of the few.

1 bridge. And the -- is it Union Pacific now -- it
 2 didn't used to be Union Pacific -- the railroad
 3 that goes through town is the obvious logical
 4 choice to relieve traffic hassles on Route 64.

5 * * *

6 MR. SHEBRO: Kenneth C. Shebro,
 7 33 W 542 Army Trail Road, Wayne. I'm a member of
 8 the Kane County Regional Planning Commission, and
 9 have been since 1993.

10 My comments on the study and the
 11 draft EIS include the following: The purpose and
 12 need, as announced at the entrance to the hearing,
 13 include a requirement of compliance with the
 14 existing land use, as well as providing relief in
 15 accordance with the Kane County Land Use Plan.

16 I note that the Kane County Planning
 17 Commission, as well as the Development Department
 18 and the Chairman of the Planning Commission, or
 19 Mary Ochenschlager, has written to the State of
 20 Illinois and the Federal Highway Administration,
 21 to point out that the Alignment C in the Red Gate
 22 Corridor does not comply with the Kane County
 23 Land Use Plan and, in fact, violates it, and
 24 that the best corridor from the standpoint of

1 compliance with the Land Use Plan is the
 2 Stearns/CC&P Corridor.
 3 In addition, it's worthy of note
 4 that Alignment C in the Red Gate Corridor is the
 5 only alignment in all of the entire study area from
 6 McHenry County to Kendall County line which does
 7 not propose to connect to a four-lane road and
 8 which does not connect to an existing arterial.
 9 It would appear to not fulfill the purpose and
 10 need of the study to expend the funds to build
 11 a four-lane bridge which has to empty into a
 12 two-lane rural highway which does not go to
 13 an arterial.
 14 We also note that the corridor
 15 analysis document, which was adopted by the Kane
 16 County Board in 1995 and 1996, and which
 17 established the purpose and need of the study,
 18 specifically requires that the purpose of the study
 19 is to provide congestion relief, and congestion
 20 relief was then defined as being within the
 21 Corridor Randall Road to Route 59. Alignment C
 22 does not provide such relief, and instead it
 23 arbitrarily stops at the Kane/DuPage County line
 24 rather than proceeding east to Route 59, as in the

1 on the Land Use Plan.
 2 As a preferred 2nd alternative, the
 3 CC&P/Stearns Corridor has the advantage of
 4 providing direct connection to an existing
 5 strategic, regional arterial in DuPage County. It
 6 would conform to DuPage County's own transportation
 7 plan. None of the other proposed central corridors
 8 would connect to something that is part of the
 9 DuPage County Land Use Plan.
 10 DuPage County has already expended
 11 funds to widen, or is in the process of widening
 12 Stearns Road from the county line east, and
 13 therefore, one would have an existing three- to
 14 four-lane highway, with no need for additional
 15 improvements east of the county line, at a
 16 considerable savings to the taxpayers.
 17 * * *
 18 MR. OMIOTEK: My name's Victor Omiotek.
 19 I live on 36 W 593 Red Gate Road, St. Charles.
 20 The reason I'm here, because I live on Red Gate
 21 Road and that's where the alignment or the bridge
 22 is being proposed.
 23 I got some comments that -- they
 24 told -- issues that my -- it looks like they're

1 original study area that was approved by the
 2 corridor analysis document.
 3 This does not appear to be explained
 4 in my efforts to ask the consultants to explain why
 5 that happened. I met basically with the response
 6 that they don't know, that someone else made that
 7 decision. I would note that the Bolz Road Corridor
 8 appears to have the fewest environmental problems,
 9 and ought to be the priority, given the congestion
 10 in that area, as identified by the Kane County Land
 11 Use Plan.
 12 Alternatively, the corridor which is
 13 both the cheapest to build, provides the maximum
 14 relief in the central area, is the Chicago
 15 Northwestern/Dean Street Corridor.
 16 All of the Red Gate alignments
 17 provide unacceptable damage to the rural highways
 18 and rustic roads, which are another feature of the
 19 Kane County Land Use Plan, and unacceptable impacts
 20 on forest preserve and park land, again contrary to
 21 the Kane County Land Use Plan.
 22 The Dean Street/CNW Corridor would
 23 provide minimal impact on those areas, and since
 24 it's located in an urban area, has a minimal impact

1 going to take a lot of my frontage road or
 2 right-of-way of my property, and possibly take my
 3 home away. If that's the case, I would like to
 4 know as soon as possible, to take my home, because
 5 I have two little daughters here, and the cars are
 6 going crazy over there. I've been personally hit
 7 by an automobile, my house has been hit by a car,
 8 all my trees have been pegged. I have numerous
 9 lawn jobs from cars missing the road around the
 10 curve there. And I would rather have my house
 11 taken away, if that's the issue, if the bridge is
 12 coming through.
 13 I just don't want them taking more
 14 of my property. I live on an acre and a quarter,
 15 and the thing is if they take that away, I have no
 16 yard and I might as well not live there anymore.
 17 So I'm just concerned. And I'd like to know what
 18 the answer is immediately, you know.
 19 I don't know, do you have any
 20 comments? That's the Mrs.
 21 MRS. OMIOTEK: Yeah. I think they should
 22 make Route 64 -- take out the stoplight at 64,
 23 where Manor Restaurant and Baker Hotel is, because
 24 when it was out, when they repaired Route 64, the

1 traffic slowed.
 2 MR. OMIOTEK: Yeah.
 3 THE COURT REPORTER: What restaurant did
 4 you say?
 5 MRS. OMIOTEK: Manor Restaurant and Baker
 6 Hotel, there's a stoplight there, and when they
 7 repaired Route 64, the traffic -- they took out the
 8 stoplight there and the traffic flowed through
 9 there real good, and now they put it back in and it
 10 backs up everything. And I think they should make
 11 Route 64 one way and Illinois Street another way
 12 and put like another street on an angle to go back
 13 to Route 64, because in the town of Wheaton it's
 14 all one-way street. And why not just do that
 15 instead of wasting the money on a bridge?
 16 * * *
 17 MR. STOKELY: My name is Craig Stokely.
 18 My address is 32 W 131 Army Trail Road, in Wayne,
 19 60184.
 20 I would like to speak in favor of
 21 the Stearns Road Corridor. There is no question
 22 that we need a relief in the central part of the
 23 county, and Stearns is clearly the optimal route.
 24 One of the key issues is relief of

1 Trail Road, and a grade school housing 600 students
 2 within a half a block of Army Trail Road, and also
 3 a prairie path crossing, which crosses directly
 4 across Army Trail Road with no relief. So, anyway,
 5 anything that increases traffic on Army Trail Road
 6 east presents substantial safety hazards, and also
 7 presents difficulty because of the residential
 8 nature of that street, particularly through the
 9 Village of Wayne.
 10 Stearns Road is currently a
 11 designated truck route, as is Highway 64, and I
 12 believe that Stearns Road is the preferred option
 13 because of its existing designation as a truck
 14 route. It would provide the greatest relief being
 15 four lanes, as DuPage County will expand Stearns to
 16 four lanes once it begins at the DuPage County
 17 line, and connecting to Stearns via the Stearns
 18 Corridor, as it's called, seems to us to be the
 19 preferred option.
 20 * * *
 21 MS. BOND: My name is Marian Bond. I
 22 live at 5 N 958 Surrey Road, and that's in Wayne,
 23 Illinois. I'm not affiliated with anything.
 24 I just would like to say that I am

1 traffic, particularly truck traffic, which I agree
 2 is very excessive on Highway 64. The Army Trail
 3 Road is -- does not permit truck traffic of over
 4 10 tons beginning at Route 25. So any Red Gate
 5 Corridor that would connect to Army Trail Road
 6 would not permit the relief of any truck traffic
 7 whatsoever.
 8 It's our belief -- it's my belief
 9 that the Stearns Road Corridor is a better corridor
 10 than either of the other Red Gate corridors that
 11 would connect to Stearns because it destroys fewer
 12 homes, yet in most -- in one case is substantially
 13 less expensive than the other Red Gate Corridor
 14 that would connect to Stearns, and would assure
 15 that no traffic would -- would better assure that
 16 no traffic comes down Army Trail Road headed east.
 17 The concern on Army Trail Road is that further east
 18 not only do we have historic districts but we have
 19 a two-lane road, which because it is owned by the
 20 Village of Wayne, which is also responsible for its
 21 maintenance, cannot be financially maintained to
 22 accommodate heavy traffic.
 23 In addition, east of Dunham Road,
 24 there is, on Army Trail Road, a church next to Army

1 completely against the bridge, and especially
 2 through Wayne and through Army Trail, because it
 3 would destroy what little of the village there is.
 4 It's a teeny town. And, I mean, I've only been
 5 here two years, but I love it and I love the area
 6 and I'd hate to see that ruined when there are --
 7 I think there are also other places that would be
 8 better. I'm against it in general, but up through
 9 the farmlands would certainly be a lot less
 10 destructive than going through Army Trail Road.
 11 * * *
 12 MR. DAVIS: James F. Davis. I live at
 13 5 North 754 Route 31, which is the home and horse
 14 farm immediately across the road from Wredling
 15 School, joining Red Gate Road and 31.
 16 My main objectives to this whole
 17 thing, is Plan B not only would literally cut my
 18 farm in half, but it practically goes through my
 19 yard. Plan A also cuts my farm in half, making it
 20 just about impossible for me to continue to
 21 function.
 22 If there is a choice, C, of course,
 23 would be the choice of the three. But to be
 24 perfectly honest about it, if you really look at

1 this whole thing from a logical standpoint, the
2 fact that Red Gate Road really goes nowhere,
3 it just doesn't make sense why it even would be
4 considered for the main artery.

5 * * *

6 MRS. GRIFFIN: Marilyn is my first name,
7 Griffin. No affiliation. 32 W 028 Army Trail,
8 Wayne.

9 I don't have any -- a lot of
10 detail. I've lived in Wayne 30 years. My husband
11 and I, we love the village. The destruction of
12 the village would be complete; you could never
13 replace it. And because of that and for other
14 environmental reasons, we are opposed to any
15 Red Gate Crossing.

16 People will look back years from
17 now, if they do put a bridge through there and a
18 road through there, a wide road, "Well, we used to
19 have a little village here that we used to like to
20 go visit and it's gone now, but, you know, it was
21 nice when it existed." And it seems to us that the
22 logical place for this bridge and road to be put in
23 is at Stearns and McDonald crossing there. So this
24 is what we would like to see done.

1 DellaMaria. I live at 31 W 488 Army Trail Road, in
2 Wayne. I'm a homeowner, so that's my affiliation.
3 All I wanted to say was that I was
4 opposed to all the Red Gate corridors, or whatever
5 you call them.

6 * * *

7 MS. MITCHELL: My name is Martha J.
8 Mitchell. I live at 5 N 562 Guild Lane, in Wayne.
9 I'm opposed to all three
10 possibilities for the Red Gate Crossing. I would
11 prefer -- there's no good solution, but I think
12 Stearns Road would work out best. There's already
13 heavy truck traffic on that road, and I think it
14 would destroy Wayne as a village totally if we had
15 the highway through Wayne. And it's a unique
16 charming community, with historical value of some
17 to some people's thinking, and it would be too bad
18 to give it up. It's an asset to the community.

19 * * *

20 MR. TRIMBLE: My name is Owen Trimble,
21 8 N 660 Crawford Road, Elgin, Illinois 60123.

22 I am opposed to all the bridges that
23 are being proposed because of the impact -- of the
24 future impact of our water supply. We will be

1 * * *

2 MR. LAMPLOUGH: My name is Joel
3 Lamplough. My address is 32 W 998 Honeyhill, in
4 Wayne, 60184.

5 We're primarily against the Red Gate
6 Bridge and for the Stearns CC&P Bridge, because as
7 a resident of Wayne, I think the impact on the
8 Village of Wayne, with traffic coming down Army
9 Trail Road to get to 59, will be extremely
10 detrimental to the village. We've tried to keep
11 the village a very rural area, and now we're going
12 to turn it into a two-lane road that will have
13 four-lane traffic on it through our village, and
14 we really don't want that.

15 The economic impacts are as
16 maintenance of the roads and things like this would
17 be a lot more than the village is ready to accept
18 right now. It would have an economic hardship on
19 the people in the village to have that come down
20 Army Trail Road. CC&P/Stearns Road for us, because
21 DuPage County is widening Stearns and what have
22 you, is a more logical choice.

23 * * *

24 MS. DELLAMARIA: My name is Martha

1 forced to import either Lake Michigan water or find
2 an alternative for our water supply. The bridges
3 will induce more development, upon which we'll have
4 to address the issue of our groundwater supply.

5 I'm submitting to you a hydrology
6 report from Springfield, several newspaper articles
7 about our limited water supply, of our limited
8 allocation of water supply from Lake Michigan.
9 I'd like to read a newsletter from the Sierra Club
10 about suburban sprawl. (See attached 21st Century
11 Fox article)

12 We must prepare for the future
13 impact of our national resources in regard to
14 development in Kane County and surrounding
15 counties. Enclosed please find a State of Illinois
16 hydrology report and several newspaper articles
17 about Lake Michigan water development impact.
18 (Whereupon Mr. Trimble was directed to place these
19 in said Comment Box)

20 Development expansion in Kane County
21 will have a long-term negative effect on our well
22 water supply. Our underground water supply is
23 limited and development growth demand for water
24 will exceed our supply. The usual underground

1 water supply flows from west to east, northwest to
2 southeast. As development expands to the west, it
3 will slowly use up the available well water supply
4 to the eastern communities.

5 The Fox River is now being used by
6 Aurora and Elgin for their depleted water supply.
7 The state controls the river rights and controls
8 river quality. Development is still expanding in
9 the western Lake, Cook, DuPage counties. McHenry,
10 Kane, Kendall and Will counties are being developed
11 at aggressive rates. River water cannot support
12 this growth rate, and it must be -- and be used as
13 an alternative public water supply.

14 As stated in the Kane County 2020
15 Development Plan, Lake Michigan water will be very
16 expensive. Please read the articles on Lake
17 Michigan water and you will see that lake water
18 withdrawal has already exceeded federal limits.

19 Through poor development management
20 by the State of Illinois, our public water supply
21 has become very scarce and very costly, mandating
22 treated, cleaned storm water returned back to Lake
23 Michigan via underground pipes (DesPlaines River
24 Watershed newspaper article). Storm water

1 is completed, surface water runoff is still
2 expanding, because new homeowners will build a
3 gazebo, a deck, pool, 10 by 10 shed on his
4 property, expanding the surface water runoff.
5 We must meet the demands of future growth.

6 As a side-bar, I would like to
7 explain that development must be -- have a
8 commitment to the community, not a parasite of the
9 community. Look at your local communities of
10 St. Charles, Geneva, Batavia, Elgin, Aurora. They
11 are now cannibalizing their own downtowns to
12 subsidize and support the Randall Road development,
13 the retail development. The downtowns are now --
14 what used to be viable merchants are now having
15 to change the cultures or even abandoning the
16 buildings.

17 Look at, locally, at St. Charles.
18 A developer by the name of Schoeden is now in the
19 process of tearing down perfectly good turnkey
20 houses, affordable houses, near Route 38 and
21 Randall Road, to put up a strip mall and office
22 building and office space, and yet around the
23 corner are acres of empty St. Charles mall, an
24 empty Walgreens drug store, empty retail space.

1 management will have to meet the demand to return
2 storm water, surface water runoff to Lake
3 Michigan. Who pays for this Lake Michigan water?
4 Who pays for the storm water treatment and return
5 to the lake? A water utility bill will be the most
6 expensive monthly bill a homeowner and business
7 will receive and have to pay.

8 Our limited groundwater supply
9 should be a controlling factor in development
10 management, storm water control, and resource
11 management. Should we store the storm water for
12 our future water supply? Will the quality of the
13 water be safe? Will the supply of our natural
14 underground water be available for the future?

15 A swamp, a lowland watershed allows
16 natural cleansing and slow return supply of the
17 groundwater reserves. A developer can now fill in
18 a swamp, build houses, shopping centers, and in
19 return buy into a water resource conservatory in
20 some distant county-owned forest preserve. A
21 flooding problem will be still near and downwater
22 from the expanding development. Flood control
23 resources should be there not 10 or 15 miles away
24 in some forest preserve. Even as a housing project

1 A few blocks away, in Geneva, empty office space in
2 Geneva along Route 38. The Piano Factory mall is
3 in foreclosure. And yet, we have the money, the
4 resources, the taxpayers' dollars to subsidize this
5 irresponsible development. Where do we get the
6 money from? You get it from the merchants who now
7 are earning a living in the town, forcing them
8 actually out of business. And how can we continue
9 to subsidize irresponsibility?

10 Earlier through the -- a couple
11 years ago, the State of Illinois was forced to
12 subsidize the Sears' move; Sears was going to leave
13 the state with all of its employees. The state
14 heavily subsidized the infrastructure for the Sears
15 complex near Hoffman Estates. Hoffman Estates will
16 not receive any property tax increases from that
17 thing until the next 15 or 20 years because of the
18 agreement with the state and Sears.

19 The state taxpayers paid for the
20 infrastructure as far as roads, streets, parking,
21 the prairie stone, landscaping, increasing the
22 market value of that Sears complex tremendously,
23 and yet, Sears was allowed to lay off people,
24 terminate people. When they've terminated people,

1 they changed their retirement benefit packages to
2 basically nothing, and yet, Sears had no commitment
3 to Illinois. In the future, when all these tax
4 abatements and tax deductions are over with, will
5 Sears be forced to move again because it will not
6 be profitable to live in Illinois?

7 I, as a taxpayer, who is approaching
8 retirement age, cannot afford to live in my own
9 house that I've built -- it is already paid for --
10 and my taxes now are increasing dramatically, far
11 beyond my capacity to retire. Many people are
12 having this impact.

13 The State of Illinois has lost five
14 congressional districts since the 1950s because of
15 suburban sprawl. Suburban sprawl has cost us
16 return benefits from the federal government because
17 of the loss of these congressional districts. How
18 can we continue to develop further west without a
19 commitment from the development for diversity of
20 human resources? The jobs to support the community
21 perpetuate them--in other words, a perpetual time
22 limit.

23 Inner city communities like Glendale
24 Heights, Bloomingdale, Addison, and so on, are now

1 deteriorating. They were experiencing the same
2 growth 30 years ago that we are now seeing. How
3 can we continue to subsidize irresponsibility?
4 The housing market and so on, the housing market,
5 today's housing market is unaffordable for the
6 younger people, my children, my grandchildren.
7 It is unaffordable for the average Joe, a working
8 person.

9 What this country needs to do is, at
10 the federal level, eliminate HUD, Housing and Urban
11 Development and, in exchange, transfer its
12 obligation to regional stewardship of the nation.
13 What we have now is a mass migration of humanity,
14 although we do it one family at a time from state
15 to state to state. At the state level, NIPC,
16 Northeastern Illinois Planning Commission, NIPC
17 should be totally gutted, eviscerated, and within
18 itself, place a stewardship of all of our
19 resources, our human resources, our economic
20 resources and environmental resources, with a
21 commitment to diversity of human resources that
22 support the community with a commitment.

23 In the regional area of Chicagoland
24 metropolitan area, we are going to see a black hole

1 for future maintenance tax dollars. How can we
2 maintain, with no population growth -- as stated in
3 my newsletter that I've put in deposit to you, how
4 do we maintain this infrastructure without the
5 diversity of jobs to support it? Suburban sprawl
6 will increase the cost dramatically. I think I've
7 about said all I can say.

8 * * *

9 MR. KELLY: Our name is Mr. and
10 Mrs. John B. Kelly. Our address is 33 W 358
11 Shagbark Lane, Wayne, Illinois. We are homeowners,
12 long-time residents of the area.

13 We favor two sitings for the road or
14 the bridge: One is Stearns Road, and one is the
15 Chicago Northwestern railroad tracks through Dean
16 Street down in St. Charles. We choose these over
17 the Red Gate option, because the Red Gate option
18 takes away forest preserve land on the west side of
19 the river, and impinges upon the historic district
20 on the east side of the river which goes through
21 Wayne and its historic and very-well-documented
22 district.

23 Many of the properties along Army
24 Trail Road on the east side of the road are owned

1 by the municipality of Wayne, and the presentation
2 we saw tonight makes point of the fact that the Red
3 Gate Crossing, if it were chosen and went to Army
4 Trail Road, would be proceeding eastward on a
5 two-lane road through a small town with about 500
6 people living along its main artery, east-west Army
7 Trail Road. Kind of a preposterous way to route a
8 major amount of traffic, which in the studies
9 options shows 17,000 vehicles per day proceeding
10 down this two-lane road --

11 MRS. KELLY: Well, there will be by 2020
12 if --

13 MR. KELLY: -- in 2020 if the bridge is
14 built. Actually, at the moment, there isn't even a
15 stop-and-go-light allowing people to enter onto
16 Army Trail Road from the north and south.

17 So we believe that this is kind of
18 a preposterous solution to have it at Red Gate
19 Road, for what is obviously a local problem in
20 St. Charles, caused by many years of neglect on
21 their part of the downtown area, allowing parking
22 on the bridge over the river and all of the many
23 machinations that the city of St. Charles has gone
24 through.

1 MRS. KELLY: I can't think of anything
 2 else to say.
 3 MR. KELLY: We like Wayne the way it is.
 4 We have no objection to the Stearns Road proposal.
 5 It's inevitable that people have to get across the
 6 river some place, but they don't have to go through
 7 our front yard or our backyard to get across the
 8 river to what the developers are building west of
 9 the river and St. Charles Road, and making millions
 10 and millions of dollars for the developers. Thank
 11 you for this opportunity.

12 MRS. KELLY: I was just going to say one
 13 thing: I think if the Stearns Road Corridor would
 14 not be going through a village, as far as I know,
 15 that would not be trespassing on the bucolic
 16 atmosphere of the village like it would if it went
 17 through Red Gate.

18 * * *

19 MR. SEIDEL: My name is Dale Seidel.
 20 My address is 7 N 005 Riverside Drive, St. Charles,
 21 Illinois. I have no affiliation other than an
 22 officer in the East Side Homeowners Association.

23 "I am opposed to a bridge at the
 24 Red Gate site, because it serves no other purpose

1 like seen in "It's A Wonderful Life," are figments
 2 of Hollywood's imagination. They no longer exist.
 3 Those that dream of snowflakes falling outside
 4 frosted small-shop windows while carolers sing as
 5 the horse-drawn sleigh jingles by really do their
 6 shopping at Wal-Mart and Aldi's. They want others
 7 to shop at these nonexistent places so they can
 8 dream of their quaint village. It's not going to
 9 happen. 88 cars instead of 100 cars are not going
 10 to close the shopping malls so prevalent in the
 11 area. How many Geneva's can one small area
 12 support?

13 "Ease local cross-river traffic?
 14 There are two other bridges just two and four
 15 blocks from the Main Street Bridge. If the
 16 citizens of St. Charles want another, the railroad
 17 bridge presents them with a much more convenient
 18 crossing. They're not going to go five miles out
 19 of their way to get to the cemetery or the swimming
 20 pool. They're opposed to the railroad bridge
 21 because seven homes would be condemned. They find
 22 it much more palatable to condemn 28 homes of
 23 distant families who have nothing to do with their
 24 problem.

1 than convenience for latecomers who saw on an area
 2 map where they were going to be, when they bought
 3 their homes they did. I've listened to all the
 4 reasons given for Red Gate and none of them hold
 5 water.

6 "Traffic abatement. The State's
 7 own figures predict only a 12 percent reduction in
 8 traffic on the Main Street Bridge. This would have
 9 a negligible effect on the time it takes to cross
 10 the city either way of an east-west trip.

11 "Improvement of downtown shopping.
 12 Taking inventory of downtown businesses, how many
 13 pairs of skis, pitons for mountain climbing, bars
 14 of gold, diamonds, baseball cards, comic books or
 15 antiques do you want to buy? I'm the only antique
 16 in my home that my wife is interested in, so that
 17 leaves practically nothing in Downtown St. Charles
 18 that I or most any other person around is
 19 interested in buying. There's nothing in Downtown
 20 St. Charles.

21 "In addition, advocates for
 22 downtown businesses do not take in the fact that
 23 the buying habits of the American public has
 24 changed. Governor Corners and small towns, the

1 "And the altruistic desire to speed
 2 goods through St. Charles to parts west? Well, I'm
 3 selfish enough not to care if the Eagle food truck
 4 gets to Sycamore eight minutes later with a load of
 5 Campbell's Pork & Beans. No one is starving in
 6 DeKalb or Sycamore, and those good folks don't know
 7 at this point that their Friskie's Dog Chow could
 8 arrive eight minutes sooner if we build a
 9 multi-million-tax-dollar bridge. For the savings,
 10 they might just choose to let Rover live out his
 11 days in ignorance.

12 "Now, when you come right down to
 13 it, the folks in St. Charles just want to shove off
 14 that problem on others. They really don't care to
 15 speed traffic or ease it if it inconveniences
 16 themselves. Consider the bloody hell they raised
 17 over cutting Madison Street through. It would have
 18 made a serious impact on traffic, but that would
 19 have meant St. Charles dealing with their traffic
 20 problems in their city. And that's the last thing
 21 they want to do.

22 "I've had many conversations with
 23 pro-Red Gate advocates. Ultimately, it comes down
 24 to a matter of their convenience to getting to the

1 country club or cutting off travel time to
 2 Stratford Square shopping mall. It would be
 3 unthinkable of the state to decide to uproot
 4 28 families because someone wants to get to his
 5 tee time faster. Those 28 are the lucky ones.
 6 I happen to be one of those whose dreams and labors
 7 will suffer a terrible financial blow because of
 8 the locality of the bridge. The state will not buy
 9 my home. I'm stuck because a few fat cats want an
 10 easier way to get to the 19th hole.

11 "That means for St. Charles to
 12 handle its own problems exist. They should no more
 13 send their problem upstream to me than I should
 14 send my raw sewage downstream to them. I trust
 15 that you will see that Red Gate will not affect any
 16 of the empty proposed solutions; it will simply
 17 make it more convenient for some. Destroying
 18 hundreds upon hundreds of dreams and hopes cannot
 19 assuage the convenience for a few."

20 * * *

21 MR. SCHLESS: My name is Robert Schless.
 22 I live at 33 W 591 Hub Road, in Wayne, Illinois.
 23 I am a property owner in Wayne.
 24 I've lived in Wayne since 1958.

1 Reason No. 2 is that open land,
 2 which is something that our country has just, you
 3 know, become -- begun to be aware of is another
 4 reason. I mean, open lands that are -- have been
 5 preserved would be altered by this crossing.

6 The third reason is that more homes
 7 would be destroyed by this crossing.

8 The fourth reason is it's the most
 9 expensive of the possible bridges because of its
 10 width. So, all and all, bad idea.

11 I hope that the people who are
 12 making this decision will value those
 13 considerations that I have mentioned and preserve
 14 them for future generations.

15 * * *

16 MR. DAEHN: It's Beverly and Ralph
 17 Daehn. We live in the Village of Wayne. We're
 18 homeowners.

19 We've been in Wayne 13 years now,
 20 and we're opposed to a bridge at the Red Gate
 21 Corridor. We think it would have a very bad impact
 22 on the surrounding area, our village, and the land
 23 west of the river. And it's absolutely beautiful
 24 land, and I think it would be destroyed.

1 It's always been a countryside area; that is the
 2 joy and the beauty of the place. And if this
 3 bridge goes in on Red Gate Crossing, it will change
 4 the whole area. It will add traffic, it will
 5 change the width of the road, it will cause us
 6 considerable difficulty, and it will change the
 7 whole town. So I would hope that the road does not
 8 go in this direction for the Red Gate Crossing.

9 MRS. SCHLESS: I'm Mary Jean Schless,
 10 33 W 591 Hub Road, and have lived with my husband
 11 in our house since 1958.

12 I also am opposed to this crossing.
 13 As you might know, a lot of historic buildings are
 14 built close to roads from previous -- you know, the
 15 history of the time. And our historic community
 16 will be totally -- a lot of historic buildings,
 17 because of the needs of the time in which they were
 18 built, are close to roads. To widen Army Trail
 19 Road to accommodate this kind of traffic would
 20 destroy the historic buildings that we have. In
 21 Illinois, there are not very many sites, historic
 22 sites that have been preserved, and we are
 23 fortunate that one is here. So that's Reason
 24 No. 1.

1 And we would be -- we live on the
 2 north end of town, and a bridge at the CC&P/Stearns
 3 Road Corridor seems to make sense. It would be
 4 close to our home, but I don't think we would be
 5 affected by the traffic or noise or anything, and
 6 that appears to be a much better choice. And also
 7 it appears that maybe St. Charles needs another
 8 bridge. Maybe a bridge at Dean Street would be in
 9 order. But the main thing -- the main reason we
 10 came here is because we're very much against the
 11 Red Gate Corridor site.

12 MRS. DAEHN: He spoke for both of us.

13 * * *

14 MR. HULL: My name is Ed Hull. I live in
 15 Wayne, Illinois, at 32 W 450 Army Trail Road. I've
 16 been in Wayne for 10 years, and plan to be there
 17 for much longer--a whole lot longer. My wife's
 18 family has been there for 45 years, and will
 19 probably be there forever.

20 I am an elected trustee of the
 21 Village of Wayne and a lawyer by occupation.
 22 To say that I am vehemently opposed to the Red
 23 Gate Crossing at Army Trail is an understatement.
 24 My reasons for opposing it are primarily

1 people-based. Not only will there be certain
 2 houses destroyed and land taken as per the
 3 consultant studies, but whole communities that have
 4 been there for 150 to 200 years will be destroyed.
 5 Not just the character of the communities, the
 6 communities will be destroyed.

7 The purpose and need, as I can see
 8 from the studies, is to remove truck traffic, to
 9 provide traffic relief, to lessen congestion as far
 10 as traffic is concerned, and to move traffic
 11 expeditiously from the west side and the east side
 12 of the river back and forth. At Red Gate, going
 13 into Army Trail, none of that is achieved. And you
 14 have all the negatives but none of the positives
 15 from putting a bridge in.

16 The preferred location, in my view
 17 from looking at everything, is at CC&P/Stearns.
 18 The problems as far as environmental and otherwise
 19 seem much less up there, and the few that are
 20 common to the two corridors or the two alignments
 21 seem to cancel each other out. And yet, the
 22 purpose and need and the traffic matters and the
 23 truck relief, all of which would be accomplished
 24 I think very well by the CC&P/Stearns, none of it

1 the CC&P/Stearns, it is virtually nothing.
 2 And, in addition, DuPage County has
 3 plans and is already in the process of taking
 4 Stearns Road four-lane all the way to Route 59 and
 5 beyond. And so to match up with a four-lane bridge
 6 coming off of Stearns, at CC&P/Stearns, would only
 7 make sense, would be efficient and less costly,
 8 solve all the traffic problems, and not destroy
 9 whole communities and people's lives in the
 10 process.

11 * * *

12 MR. GENSBURG: My name is Matthew Thomas
 13 Gensburg. I reside at 32 West 480 Derby Road, in
 14 Wayne.

15 For the record, I want to express my
 16 displeasure and opposition to any of the Red Gate
 17 proposals. I believe that the Red Gate proposals
 18 will funnel traffic down Army Trail Road, which
 19 will have a significant and a negative effect on
 20 the town of Wayne. I think that whatever
 21 proposal's considered needs to take into
 22 consideration the unique characteristics of the
 23 town, its atmosphere, and the effect that traffic
 24 would have on the community.

1 would be accomplished at Army Trail -- Red Gate at
 2 Army Trail.

3 In addition to the -- but the thing
 4 that I'm primarily concerned about is the
 5 destruction of the communities, the destruction of
 6 the character, the destruction of families that
 7 have grown up there, families that have roots there
 8 like my family and my wife's family, for
 9 generations and generations to come.

10 And one of the things, as a lawyer,
 11 as I see as a fatal flaw, is that the alignment at
 12 Red Gate going into Army Trail is inconsistent with
 13 the federally-funded Kane County 2020
 14 Transportation Plan, which was federally funded,
 15 and as I understand federal law, it is illegal to
 16 obtain federal funds to put up transportation
 17 improvements that are inconsistent with federally
 18 funded plans which are already completed and done,
 19 such as the 2020 Transportation Plan. This is a
 20 fatal flaw which I think dooms Red Gate into Army
 21 Trail, along with all the other matters that I
 22 stated. And I know that all the citizenry in Wayne
 23 is vehemently opposed to it. And looking at the
 24 same kind of community impact that would come from

1 I'm not going to propose an
 2 alternative only because I -- I'll leave it to
 3 others who are affected to comment on those.
 4 I just want to voice my concern with respect to
 5 Red Gate.

6 I note that when I talked to one of
 7 the individuals from the Illinois Department of
 8 Transportation, I questioned him whether there
 9 would be some traffic controls on the corridors to
 10 somehow control traffic down Army Trail Road. And
 11 his comment was that none was proposed, and would
 12 have to be offered by the village as to control the
 13 roadway, and suggested that any traffic control,
 14 such as a no-left-turn onto Army Trail from 25,
 15 would be difficult to achieve, renewing my concern
 16 concerning any Red Gate proposal. And that's it.
 17 Thank you.

18 * * *

19 MS. WESTROM: Helene Westrom. I'm just a
 20 homeowner on Weber Drive, 5 N 801 Weber.

21 I just wanted to make a statement
 22 that, you know, we were going to sell our house,
 23 and am a little concerned about the bridge thing
 24 going to cause a problem with that. And just the

1 area being a lot of natural wetlands and animals,
 2 it just seems like it's kind of far out for a town
 3 to go to get across the bridge.

4 * * *

5 MRS. EBERSOLE: My name is Leslie
 6 Ebersole. My husband John and I live at
 7 33 W 678 Army Trail Road, in Wayne.

8 We are opposed to the Red Gate
 9 Corridor crossings because of the environmental
 10 impacts, the impact on the quality of life that
 11 people in Wayne are looking for. And we also feel
 12 that there are more cost-effective options
 13 connecting either directly to Stearns or farther
 14 north rather than running people all the way down
 15 to the Red Gate Crossing.

16 * * *

17 MR. SCHILTZ: James Schiltz,
 18 6 N 210 Surrey Road, Wayne, 60184. I'm not
 19 affiliated with any group, but I am opposed to the
 20 Red Gate Crossing routes. I would favor the
 21 Stearns Road crossing or the CNW crossing.

22 MS. SCHILTZ: Marlise Schiltz, same
 23 address, and basically the same. I just really
 24 oppose any of the Red Gate options. They keep

1 St. Charles, and it's at the corner of Randall and
 2 Red Gate. I live right on the corner. We just
 3 purchased a home, we had it built, and we've been
 4 here about six months.

5 My children ride their bikes to
 6 Wredling School. They will not be able to ride
 7 their bikes in the future if this goes in.
 8 I'm concerned also that nobody has
 9 addressed the issue of how much property they will
 10 be taking off of mine to build wider easements and
 11 wider -- to improve the pavement. My septic system
 12 goes all the way to the berm. Are they going to be
 13 taking my septic system?

14 I guess I'm having a hard time
 15 understanding why they need the bridge to begin
 16 with. And why bring it through a residential area
 17 versus bringing it through Dean Street, which is
 18 more business, which would have the better ability
 19 for the traffic and that? I really am having a
 20 really hard time with this, not only the fact that
 21 it's coming so close to my house that I have to
 22 worry about my kids and my pets playing and maybe
 23 getting hit by cars.

24 I'm also looking at speed limits.

1 changing it from two to three, but particularly
 2 anyone that would try to go through Army Trail
 3 Road, it would destroy Wayne and Downtown Wayne.
 4 And then to put all the options, going up 25, I
 5 feel are really bad options. They destroy a lot of
 6 homes on both side of the river, and I just think
 7 they're really not taking into account a lot of
 8 people that live in those areas.

9 I also am for the Stearns Road
 10 option or the CNW train crossing. I think they
 11 just make better use of property and destroy fewer
 12 homes and fewer life-styles.

13 * * *

14 MR. CHRISTERSON: Richard and Christine
 15 Christerson, and we're homeowners. 6 North 419
 16 Forest Avenue, St. Charles, Illinois.

17 MRS. CHRISTERSON: We're homeowners, and
 18 the Red Gate Crossing will go right through our
 19 house.

20 MR. CHRISTERSON: So we're against it, to
 21 say the least. That's it.

22 * * *

23 MRS. MILLER: My name's Theresa Miller.
 24 I live at 5 North 874 Westwood Lane, in

1 Right now Randall is at 55 and they're doing 70.
 2 Red Gate Road sits at 40; people are flying down
 3 there. I'm just really concerned about how they're
 4 going to control the speed limits on those.

5 And, again, safety of children.
 6 Last winter we had three cars in our backyard
 7 because of spin-outs, and that's without a light.
 8 What's it going to be like if they put a light
 9 there? I'm adamantly opposed to this whole thing.

10 And I'd like to know, is there going
 11 to be a referendum? Nobody's addressed that. Or
 12 who votes on this? Nobody's ever addressed that
 13 issue. It's never been printed anywhere in any of
 14 the literature I have. Nobody says who makes the
 15 final decision. Because from what I see here, it
 16 certainly isn't going to be the public saying yes,
 17 that we want the Red Gate Bridge. I'm not sure
 18 about any of the other bridges and how they're
 19 standing, but I have a real hard time with them
 20 bringing a bridge through a residential area.

21 * * *

22 MS. ALIKONIS: Susanne Alikonis. I live
 23 35 W 403 Pinelands, St. Charles, and we're right in
 24 the route of the Red Gate Bridge, directly across

1 from the school.
 2 I'm for the Chicago and Northwestern
 3 downtown. That will alleviate a lot of the truck
 4 traffic that St. Charles is having a problem with.
 5 Red Gate is a bridge that goes nowhere. It
 6 basically goes from 31 to 25 and just kind of
 7 deadends. It goes nowhere. It won't serve any
 8 purposes. It won't solve any problems.

9 The CC&P/Stearns Road Bridge is
 10 another good one. It will get the truck traffic
 11 away from the city, away from St. Charles, and it
 12 will also take it to the Elgin Tollway, the Elgin
 13 Northwest Tollway.

14 And the forest preserve -- the Red
 15 Gate Bridge also impacts on the forest preserve,
 16 which is public property for all the people, and
 17 yet, with the bridge, it will destroy that property
 18 for us to use later on, and for our kids to use and
 19 for our grandkids to use, and I just don't see
 20 destroying public property for that.

21 * * *

22 MR. KOTECKI: My name is Roger Kotecki.
 23 I reside in Glen Ellyn countryside in DuPage
 24 County. I'm a member of the DuPage County Board.

1 county line east to Route 59 is scheduled to be
 2 improved to four lanes and an intersection
 3 improvement on the west end where -- with
 4 Route 25. East of Route 59, it is a three-lane
 5 corridor.

6 If you're looking at how traffic
 7 will flow once you leave Kane County in an
 8 east-west direction, it's obviously preferable to
 9 have the traffic flow onto a four-lane corridor,
 10 the Stearns Road Corridor, and flow into Route 59,
 11 from which traffic can then move north or south,
 12 and eventually, when the O'Hare-Elgin Expressway is
 13 extended from Hanover Park to Elgin, it will be an
 14 easy -- a relatively easy distance and trip from
 15 the Stearns Road Corridor to that Elgin-O'Hare
 16 Expressway. As of now, you would continue on
 17 Stearns Road through Greenbrook to Lake Street in
 18 Hanover Park, whereas with Army Trail Road, you
 19 essentially are on a two-lane highway which is not
 20 scheduled for any significant improvements anywhere
 21 in the foreseeable future.

22 If you look at the other future
 23 growth impacts, if you're wanting to get traffic
 24 from Kane County to destinations, one major future

1 I represent the 6th District, which territory
 2 includes all of Northwest DuPage County, from
 3 Warrenville on the south, to Bartlett on the north,
 4 east to Roselle, through Carol Stream and parts of
 5 Glendale Heights. Ten towns are part of my
 6 district altogether.

7 I am here this evening to address
 8 two corridors, the Red Gate Corridor and the
 9 Stearns Road Corridor. The DuPage County Board has
 10 not taken an official position on this issue of
 11 where the bridges should go. And so, my comments
 12 are mine and mine alone. I want to make that clear
 13 for the record. However, there are things that the
 14 DuPage County Board and the county has done which
 15 would seem to indicate some preferences in terms of
 16 traffic alignments.

17 Specifically, we have abandoned the
 18 Army Trail Road as an east-west corridor through
 19 the Village of Wayne by giving the jurisdiction of
 20 that two-lane highway to the Village of Wayne. And
 21 essentially, DuPage County Transportation has
 22 written that off as not viable as a transportation
 23 corridor within the borders of DuPage County.
 24 Contrast that with Stearns Road, which from the

1 destination will be the Tri-County State Park,
 2 which is located along Stearns Road, so it will be
 3 logical to connect through a Stearns Road Corridor
 4 to bring traffic to that state park. Likewise,
 5 there's significant development likely to take
 6 place in the Village of Bartlett, particularly
 7 property along Stearns Road owned by the Chicago-
 8 Elmhurst Stone Company, whereas the property which
 9 surrounds the old center of Wayne is virtually all
 10 forest preserve and not likely to develop.
 11 Therefore, there are a number of reasons as far as
 12 connecting to other traffic destinations, why more
 13 emphasis would be logical along Stearns Road than
 14 Army Trail Road/Red Gate. Thank you.

15 * * *

16 MR. McMILLAN: My name is John McMillan.
 17 My address is 32 west 206 Glos Street, Wayne,
 18 Illinois.

19 I just want to go on record of being
 20 against all of the Red Gate Corridor projects. I
 21 think it's a real misuse of a traffic corridor
 22 through a relatively low density property.

23 * * *

24 MS. DUNN: My name is Debbie Dunn. I

1 live at 32 W 796 Army Trail Road, in Wayne.
 2 My position is in opposition to any
 3 Red Gate Crossing. I believe that the increase in
 4 traffic flow on Army Trail Road would needlessly
 5 destroy the city, the town of Wayne. There are
 6 more viable alternatives that have less impact,
 7 such as the crossing at Stearns.

8 * * *

9 MR. MIGELY: My name is Jim and this is
 10 Jane Migely. We live at 32 W 186 Army Trail Road,
 11 in the Village of Wayne.

12 We are opposed to the bridge site at
 13 Red Gate because of our concern with regard to the
 14 loss of open space, and the loss of homes that
 15 would be on the route, and also the impact it would
 16 have on the historic district that runs along Army
 17 Trail.

18 MRS. MIGELY: And we think there's a lot
 19 of other alternatives, good alternatives that
 20 should be considered before the Army Trail Road --

21 MR. MIGELY: Well, before the Red Gate
 22 site.

23 MRS. MIGELY: -- yes, before the Red Gate
 24 site is considered.

1 People will come through; they will
 2 rely on their visual information, many of them.
 3 They will not read the environmental impact
 4 statements or look at anything else; they will just
 5 look at the visuals that were presented here. And
 6 thinking that they're making a good decision, they
 7 will try to influence the vote of the powers that
 8 be. With good intentions, they will look at that
 9 picture, and they see no homes, they see no
 10 schools, they see no roads, and they'll say, "Oh,
 11 this one won't have that much impact so let's put
 12 it there." And I really think they're making a
 13 decision based on some very seriously
 14 misrepresented information.

15 The drawing that was given as the
 16 representation, it was explained to me that this
 17 was just a generic drawing of a bridge crossing a
 18 valley, but this picture was labelled Red Gate Road
 19 Crossing, Alignment C. So I was told one thing,
 20 when, in effect, it was something else. So it was
 21 misrepresentation.

22 * * *

23 MRS. DOTDOT: My name is Fatima Dotdot.
 24 My address is 6 North 559 Route 25, St. Charles

1 MR. MIGELY: And I guess the last thing
 2 is that I've lived in this community for 51 years,
 3 which is all my life.

4 * * *

5 MRS. SCHMALHOLZ: My name is Deb
 6 Schmalholz, 5 North 184 Maple Lane, St. Charles,
 7 and we live very near to the Red Gate alignment.

8 We're here to express a concern
 9 about this exhibit and about the bridge itself, my
 10 husband and I. We're -- we do not want a Red Gate
 11 alignment, any of them. We believe that it would
 12 very negatively affect the quality of life, not
 13 just for ourselves, but for our neighborhood, the
 14 schools in the area, and the wetlands and the
 15 environmental impact.

16 I have a concern about the way
 17 information was presented here today at the hearing
 18 that I feel is very serious. For all of the maps
 19 and photographs and information on all of the
 20 alignments, there were computer-enhanced
 21 photographs, except for the Red Gate alignment.
 22 And I believe that that is a serious
 23 misrepresentation of the total impact of what that
 24 bridge and what any of those alignments would do.

1 Township, 60174.

2 I own the business of Foxview
 3 Grocery & Liquor. The new bridge they are
 4 planning, Red Gate, they're going to take four
 5 lanes of Route 25, and it takes more than half of
 6 my parking lot. So I have just built the business,
 7 since 1994, brand new. The whole business is
 8 totally in debt. I would like to know where am I
 9 going to go without a parking lot on Route 25.

10 No representative of IDOT or
 11 anything else has been to us, to discuss anything
 12 with us, to propose something to us to tell us
 13 anything. We are very concerned what is going to
 14 happen with our business. I'm a
 15 half-a-million-dollars-plus in debt. I don't know
 16 how it's going to get paid.

17 Honestly, we do not need a bridge in
 18 Valley View. We are a township of St. Charles.
 19 They should go and do the bridge somewhere else.
 20 That's how my opinion is.

21 MR. DOTDOT: She said it all.

22 MRS. DOTDOT: That goes for my husband
 23 too, okay?

24 I would -- really, I would like the

1 representative to come and discuss with me what are
2 they planning to do with the businesses on Route 25
3 in Valley View.

4 MR. DOTDOT: That's right.

5 MRS. DOTDOT: I'm very concerned, very
6 nervous. I'm losing sleep over it. That's how
7 I feel.

8 * * *

9 MRS. HOLTZ: This is Christine and Jerry
10 Holtz. We live at 35 W 250 Pearson Lane,
11 St. Charles. It's actually Wayne, St. Charles
12 Township, Wayne.

13 We are here because we oppose Red
14 Gate -- any of the Red Gate Corridor bridges, both
15 due to the cost involved and the displacement of
16 families.

17 From a personal level, we're both
18 from this area and spent a long time saving our
19 pennies to move back to such a wonderful community
20 and would hate to lose it.

21 * * *

22 MR. MCMAHON: My name is Paul McMahon.
23 I live at 304 Chestnut Avenue, in St. Charles.

24 My absolute interest is threefold,

1 brought into with the -- the two-lane bridge
2 wouldn't have the cost that the Stearns connection
3 would have, and it's not as destructive as some of
4 the other options, but a local bridge at Red Gate
5 is absolutely necessary.

6 Finally, I live -- and represent a
7 group called "We Can" that has been -- it's a
8 neighborhood group that's against any more in-town
9 bridges in St. Charles to move regional traffic.
10 There's a regional problem and there needs to be a
11 regional solution.

12 The CNW Corridor is not currently
13 open. The \$26 million price tag is aggravating in
14 that it's an artificially low number, because to
15 build a bridge at the CNW Corridor means to build
16 one bridge and either destroy and rebuild the 2nd,
17 3rd and 4th Avenue bridges that have been built in
18 the last 10 years. We've known for 10 years or
19 more that a river crossing corridor can't fit under
20 the existing 2nd and 3rd and 4th Avenue bridges.
21 And so the basic mis-intelligence or unreasonably
22 low numbers makes the CNW look to be an inexpensive
23 solution at 26 million, but it's a whole lot more
24 than that.

1 three issues for tonight. One is that everybody
2 knows that there's a need for a river crossing.
3 People have moved here because of its rural
4 character, but by doing so, has changed the rural
5 character to a congested area. There's an absolute
6 need to move traffic across the river. No one
7 wants a regional bypass in their backyard.

8 Two issues: One is if there's a
9 regional corridor that's needed, it would be at
10 CC&P/Stearns, because that's the most regional of
11 the corridors that are fairly open, finally open,
12 and would move the most traffic. Secondly, I mean
13 there's a need for two river crossings: One is the
14 river -- the regional crossing at CC&P, and the
15 other one would be a local crossing at Red Gate.

16 Red Gate and Wayne don't want a
17 major thoroughfare going through Wayne, but a local
18 bridge, a local two-lane bridge, like St. Charles
19 has built at Prairie, is extremely needed. It's a
20 six-mile corridor between St. Charles and South
21 Elgin, it's unbridged currently, and there's a need
22 to span that at some point, which would be the
23 midpoint, which would be at Red Gate. The two-lane
24 bridge at Red Gate wouldn't have the costs that are

1 * * *

2 MS. MIGNIN: My name is Mary Carol
3 Mignin. My address is 5 North 251 Elm Road,
4 Wayne. I'm here as a concerned citizen.

5 I'd like to protest the bridge
6 crossing at Red Gate. I would like to go on record
7 as to inquiring as to why John Hoschiet isn't here
8 tonight, our representative.

9 I feel that there are three things
10 that I would like to go on record as saying
11 tonight. No. 1, while I agree that there's a need
12 for a bridge north of Route 64, I think that
13 there's a very natural gateway, and that is at
14 Stearns Road. The impact that this bridge would
15 have on the Village of Wayne is incredible. I
16 think that it disturbs the historic atmosphere of
17 our village, the rural atmosphere of our village.

18 And I think that we in the Village
19 of Wayne, of which I've been a resident for many,
20 many years, have forgone many of the conveniences
21 of living in a large town, only to have that town
22 infringe upon our desires. We've never made a
23 secret that we want it to remain the way it is.
24 And so for that reason, too, I object.

1 Also, the impact that it would have
2 on the forest preserve district, should it come
3 through our village, is incredible. So keep it
4 north of us.

5 * * *

6 MS. JORDAN: My name is Sheryl Jordan.
7 I live at 5 North 952 Route 25, and that's in
8 St. Charles.

9 Well, I'm just -- I'm originally
10 from Southern Missouri, and it took me a long time
11 to find an area that reminded me of home, and Fox
12 River Valley does that--Fox Valley does that, and I
13 can't believe that they would want to destroy such
14 a beautiful area.

15 On our property alone we have two
16 100-year-old-plus oak trees, we have hickory trees
17 that have got to be 100 years or better, blue
18 birds, deer, and all of that would be impacted and
19 destroyed.

20 The bridge -- one of the corridors
21 goes right directly over our house, so it would be
22 gone. I just, you know, I don't know what else to
23 say, except that I just don't understand their
24 reasoning. There are so many other areas that

1 Any solution to it, the only one that might make
2 some sense is CNW, because it's relatively flat,
3 they might be able to buffer the sound because
4 you're not having much elevation change, and at
5 least we would funnel some of the traffic around
6 the town rather than through it.

7 I'm going to raise the issue with
8 slopes, okay, change in elevation between the west
9 side and the east side, which is significant.
10 You're going to have noise. Diesel trucks, diesel
11 gravel trucks, 4:00 o'clock in the morning, you'll
12 hear them 10 miles away, okay. Not to mention the
13 fact the real estate values in this area are going
14 to go right through the floorboards, okay. They're
15 30 years too late. I'm opposed to it.

16 * * *

17 MS. HEITZ: Elaine Heitz,
18 7 N 416 Route 31, South Elgin.

19 First, I would like to say that I'm
20 sorry that this bridge was not constructed 50 years
21 ago when it was first thought about. Now there's
22 so much opposition from all parties concerned,
23 it's sad. It's everybody "Not in my backyard," and
24 I have to admit, I'm one of those, because if the

1 wouldn't be near as destructive than this one.

2 MS. DALKE: My name is Linda Dalke, and I
3 live at 5 North 952 Route 25, in St. Charles.

4 I think all the taxpayers in Kane
5 County should be against the Red Gate Corridor
6 because it's wasting \$77 million of our tax money
7 when other corridors could be used for less money.
8 It's going to be ruining the Kane County
9 environment, the blue birds and the deer and the
10 older trees -- and I lost my train of thought.

11 Okay. I moved out here from DuPage
12 County to get away from all the asphalt and the
13 congestion, and now they're just going to bring it
14 right back to me. And I'm going to lose my house
15 -- I mean the corridor goes right through my house
16 -- and it's just a waste. And I can't believe
17 they're even considering this area, this corridor
18 when there are other corridors much more
19 advantageous to the taxpayers and the environment.
20 * * *

21 MR. ROBERTSON: Leonard E. Robertson,
22 35 W 752 Highview Court, St. Charles. I'm a
23 homeowner in the area, okay.

24 I'm opposed to the Red Gate Bridge.

1 CC&P Bridge goes through, it will be less than
2 200 feet from my home. So I have to admit, I'm a
3 nimby, but it's really sad. I'm sorry that this
4 bridge had not been built before this. Any
5 location it goes in, there's opposition.

6 But as far as our particular
7 location is concerned, it's already very close to
8 South Elgin. It would not alleviate any traffic,
9 or very little, if any, from St. Charles, and that
10 was the original reason for building the bridge.

11 So I just, again, I'm sorry this all
12 had to be and all these millions of dollars that
13 they've spent on surveys over and over and over. I
14 would really like to see a bridge built, finished,
15 so we can all have this behind us and not have to
16 worry about any future problems in this region.

17 * * *

18 MS. DEARING: Kirsten Dearing. Address
19 is 6 N, as in North, 777 Virginia Court. I'm a
20 St. Charles resident for 20 years.

21 My main feeling is that I think that
22 if there has to be a bridge, the people -- there
23 would be no people affected if they go through the
24 forest preserve. It would border my mom's home on

1 Elder Avenue, but it just seems that it would be
2 more -- there's a lot of people upset because
3 people's homes are being lost. You know, and most
4 of it's older people that I'm seeing at the present
5 time. The Fox River Bluff Forest Preserve would
6 seem to be the one that would be least impacted.

7 I just recently talked to a lady
8 that said that she was in Sweden, and they said
9 they just take buses everywhere. You know, and if
10 the people on the west side of the river are the
11 ones that are going into the city, if they had more
12 parking for where the commuter trains are, like in
13 Geneva or Elgin, or they had an accessible bus
14 route that would take them -- you know, a nice bus
15 -- to take them directly into the city without any
16 stops, they could get more done, they wouldn't have
17 to put so many miles on their car, waste the gas,
18 pollution into the air. I mean, it covers so many
19 things, that that seems to be a more viable
20 alternative even rather -- and promoting that,
21 taking the train, you know, making larger parking
22 lots for the train stations so that it's more
23 accessible, you know, to them. Because I think
24 that some people say, "Well, you know, I have to

1 those four or five corridors that are presented
2 tonight, those three are the three worst out of
3 the five. Thank you.

4 * * *

5 MS. ALLEN: Emma Sue Allen,
6 5 North 960 Route 25, St. Charles.

7 Our home is right alongside of the
8 A Alignment, and my understanding is it would be --
9 just bypass, with us just several feet away from
10 the actual bridge -- I mean several feet --
11 by 100 -- like 100 feet.

12 My main opposition is that it would
13 absolutely destroy our neighborhood. And with its
14 beauty, with all of the growth that's going on, it
15 just seems to me not -- not a good thing, to take a
16 country, a neighborhood and just destroy it.

17 Also some of the other things would
18 be the cost that's involved in it, the impact on
19 our home as well as some of our neighbor's homes
20 because they would be very close to the actual
21 sited bridge. Let me think a little bit.

22 I would think that even because
23 South Elgin even wants the bridge, which is my
24 understanding, that that location would not be too

1 pay for this and pay for that," you know, and
2 making it more cost effective for these families
3 that live out here. So that's what I have to say.

4 * * *

5 MR. BUCHHOLZ: My name's Thomas
6 Buchholz. I live at 6 North 057 Weber Drive, right
7 underneath where one of the runs are going to be.
8 Actually, I'm two doors down from A Corridor of the
9 Red Gate Bridge.

10 I understand progress, but I just
11 don't understand why you make all those curves in
12 those roads when you can go straight down Pearson
13 to Army Trail and try to preserve seven historic
14 society houses supposedly, or take Stearns Road
15 where all you're doing is destroying wetlands
16 rather than people's life systems, I mean, what
17 they've been working for for their entire life and
18 saving for.

19 I'm in one of those situations where
20 I don't know how I'd be compensated. Of course,
21 the value of my house would go down sitting right
22 next to this big huge bridge staring me in my
23 face. And maybe there are laws that protect me,
24 but there's got to be other ways. To me, out of

1 far north not to be a good one, and I believe that
2 the damage done to housing and that type of thing
3 is a lot less than through our area. And of course
4 being right alongside a railroad track, too, would
5 seem to me like there's more of an open area in
6 there, rather than in really what is a
7 neighborhood, which is where the Site A is.

8 * * *

9 MR. RUSNAK: My name is Greg Rusnak,
10 my address is 6 N 104 Riverside Drive, in
11 St. Charles, and my connection here is that
12 I oppose the Red Gate Bridge.

13 I live in a quiet community of Fox
14 River Estates--it's extremely quiet. And as one
15 St. Charles police officer said, it had the lowest
16 crime rate of any community that he knows about.

17 I live about a block away from the
18 proposed bridge site, and it would change the
19 special characteristics of the community forever.
20 There's a lot of generations that have lived in
21 that community for 40, 50 years, some have two,
22 three, four generations of the same families, and
23 it's a very tightly knit community. Basically, we
24 just oppose the location of the bridge.

1 * * *

2 MR. SAWYER: Matthew Sawyer,
3 33 W 490 Thorncroft Road, Wayne.
4 We're strongly opposed to this, and,
5 you know, we're getting tired of coming to
6 meetings, playing these games, you know, with the
7 government here. You know, I'm sure you understand
8 by this time, we are against having our village
9 destroyed or negatively impacted by this road
10 project.
11 And if you're -- another problem
12 that I see is bringing all the pollution into our
13 community and affecting our life-style, not -- I'm
14 not that -- you know, everyone is concerned about
15 the environmental impact. What about a people
16 impact? We have a nice little community there and
17 it's going to be destroyed and heavily polluted.
18 We're going to be breathing all this air and having
19 all this congestion brought into our community
20 against our will.
21 And we were here first. The Village
22 of Wayne is here, and we choose to be that way, and
23 we shouldn't have the federal government and
24 everyone else coming in pushing us around. And I

1 other way. Now it's creating the same stress and
2 destroying all the peace and quiet that we came
3 here to avoid. And not only the road thing in
4 Kane County and the St. Charles area specifically,
5 but now the concept of the bridge that's going to
6 be, you know, very close to where we live and
7 certainly where we do business and certainly where
8 we travel on a daily basis. And we just wanted to
9 let the powers that be know that we are strongly
10 opposed to the Red Gate Bridge.
11 * * *

12 MS. JANUSZ: My name is Vicki Janusz,
13 29 Ashton Court, South Elgin, Illinois 60177.
14 I have been a 35-year resident of
15 the area. I grew up in St. Charles and am living
16 in South Elgin now. And my mother still lives in
17 the Middle Creek Subdivision, which is right off
18 Red Gate Road. She isn't able to be here tonight,
19 but her opinion is like mine.
20 We -- living in South Elgin, I go
21 and use the facilities on the east side of the
22 river quite a bit. I've been -- this summer have
23 been at St. Charles High School every day, and I've
24 also been at Wredling Middle School almost every

1 wish they'd stop all this nonsense because you know
2 we don't want this. This is about the fourth
3 meeting we've been to.
4 MRS. SAWYER: Where is John Hoschiet?
5 MR. SAWYER: Yes, where is our
6 representative, John Hoschiet? Where is he? Our
7 elected official, where is he hiding? I guess
8 that's all. Thank you.
9 * * *

10 MRS. McNEIL: Joyce McNeil,
11 31 W 727 Percheron Lane, in Wayne, Post Office
12 Box 263, 60184.
13 MR. McNEIL: Jerry McNeil, same address.
14 MRS. McNEIL: We oppose the Red Gate
15 Crossing from Army Trail in Wayne. And that's it;
16 that's the reason we're here.
17 MR. McNEIL: Ditto.
18 * * *

19 MS. SCHWEISTHAL: Cindy Schweisthal,
20 6 N 139 Weber Drive, St. Charles.
21 I've been in the area 18 years,
22 and I moved here to get away from a lot of high
23 traffic, high activity, high pollution, high stress
24 area. And in 18 years, I've seen it go exactly the

1 day, so I utilize facilities on both sides of the
2 river. And I travel between Route 25 and Dunham
3 Road on Army Trail Road considerably, almost
4 daily. And I also use Stearns Road quite a bit,
5 and I'm on Red Gate Road quite a bit, so I am also
6 familiar with the railroad crossing in South Elgin,
7 the Stearns Road proposal that they're offering.
8 Of those proposals, I believe that
9 the Red Gate Road/Army Trail Corridor C makes the
10 most sense, although it will displace some
11 families, and that loss needs to be looked at. But
12 I think that because of the costs and the loss to
13 the home sites are fewer in that proposal, that
14 that is one that needs to be strongly looked at.
15 I think that the impact and environmental sites and
16 things like that are fewer in that proposal than in
17 some of the other ones.
18 I know it's not a popular opinion
19 because of the newer homes and the cost of the
20 homes on that corridor, but I think that the
21 families that would be displaced and the homes that
22 that would impact, those things are mitigated by
23 the benefits for the other people that will be
24 using it.

1 The majority of the traffic using
 2 that northern St. Charles bridge site, and that's
 3 the site that most of the people, that they're
 4 trying to please with this, is coming from -- will
 5 be coming from the northern -- northwestern suburbs
 6 of St. Charles, the subdivisions that they've
 7 included in there. And that's where most of the
 8 traffic is coming, because that traffic needs to
 9 get east, across the bridge.

10 The volume of traffic on Red Gate
 11 Road has already been increased with the placement
 12 of the new middle school, and will only increase in
 13 the future, because with the high school, it will
 14 be having more vehicles there.

15 The travel on Red Gate -- I mean, on
 16 Army Trail Road, the access should not be denied,
 17 because that road is very useful. There's no good
 18 way right now to get from Route 25 to Dunham Road
 19 because of the congestion that Army Trail Road must
 20 and needs to remain open to public use because it
 21 is such a valuable connection between 25 and Dunham
 22 Road.

23 I think that the people in Wayne
 24 really need to take a hard look at their needs for

1 STATE OF ILLINOIS) SS.

2 COUNTY OF COOK)

3
 4
 5 I, CHERYL BRABEC, CSR, do hereby certify
 6 that I am a court reporter doing business in the
 7 State of Illinois; that I reported in shorthand the
 8 testimony had at the hearing on July 14, 1998 of
 9 said cause; and that the foregoing is a true and
 10 correct transcript of my shorthand notes so taken
 11 as aforesaid.

12
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 15 
 16 Cheryl Brabec
 17 Certified Shorthand Reporter
 18 License No. 084-001373
 19
 20
 21
 22
 23
 24

1 the area and the needs of the general population of
 2 the St. Charles, Wayne, South Elgin population, and
 3 not just Wayne. They need to look strongly at
 4 what's going to be the benefit for the most people
 5 and not just for their own selfish reasons that
 6 they want to protect their Village of Wayne.

7 I understand that the Army Trail
 8 Road is a historical site and that needs to be
 9 preserved. And if they want to leave it open for
 10 two-lane traffic, that's fine; but if it gets
 11 congested, that will just force the people to use
 12 the northern tie into Route 25, which they're
 13 talking about possible connections up there
 14 anyway. So I think that the Army Trail Road
 15 between Route 25 and Dunham needs to remain open,
 16 especially with the use of this bridge site.

17
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 21
 22
 23
 24

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21st CENTURY FOX

Serving Kane, Kendall and parts of DuPage Counties



Volume 8, Number 1

One Earth, One Chance

February, 1998

Suburban Sprawl by Brad Walker



Suburban sprawl is one of the most serious and contentious environmental issues in our country. It is a problem that has been going on for decades right in front of our noses, yet most Americans could care less about it. It is, in many ways, the root cause of numerous social, economical and pollution problems. We have spent billions of dollars on the symptoms but have just begun trying to cure the disease. In the meantime, it has and continues to gobble up millions of acres of irreplaceable farmland.

"Sprawl is like the weather, everyone talks about it but no one can do anything about it." The consensus among most Americans seems to be that sprawl is inevitable and that nothing can be done to control it. Some even think it is good, though usually they have a vested interest in its continuation. The intent of this article is not to preach 'no growth', but rather to discuss the problems with sprawl and propose methods to efficiently plan and control growth. Sprawl is actually very inefficient growth. It is uncontrolled, which left unchecked, becomes out of control growth. As in all forms of production, inefficiency breeds waste and added cost. These are the by products, or maybe the main products, of sprawl.

What is Suburban Sprawl?

Sprawl is a hard thing to describe to people. There even are several clichés that have evolved in describing it, or

attempting to, such as, "Sprawl is like pornography, you know it when you see it." In order to begin to understand the problems caused and associated with suburban sprawl one must have a physical concept of what suburban sprawl is. If you live in a suburb of Chicago, or any other major city, all you typically have to do is look outside your window. This is true whether you are at home, work or shopping. In general it encompasses the following physical traits:

- Low density development, i.e. houses on lots typically larger than 1/4 acre.
- Decentralized shopping, i.e. strip malls and parking lots are built all over the area without any real sense of organization or planning.
- New developments are being built outside of the city limits or outside the cities service and employment areas.
- Single use development where people live, shop, work, recreate or educate in completely separate areas are the norm.
- New roads are constantly being built or existing ones are being widened to accommodate the ever increasing traffic.
- There are 'For Sale' signs on farmland almost everywhere you look, assuming any farmland is left

Suburban sprawl usually begins gradually but then grows almost exponentially after it gains momentum, feeding upon itself. The potential development area becomes increasingly larger as the area develops, increasing the circumference of the city boundary. As an area develops, more and more develop-

ers come to it looking for a project or projects to build. Nothing looks more appealing to some developers than empty, inexpensive farm land ripe for their 'creation' of a new subdivision or a strip mall. The competition to develop increases the frenzy. There is also a motivation by some developers to get in and out as fast as possible before the local government realizes the financial impact of the breakneck development. Then the government often decides to increase the impact fees, thus reducing the developers profit, typically slowing development and coincidentally reducing the cost to the taxpayers of new development. Unfortunately, by then it is typically too little and too late for the local taxpayers. High growth areas almost always have the highest taxes.

What are the Impacts of Suburban Sprawl?



Suburban sprawl affects each and everyone of us every day in some way. The impacts of sprawl are both obvious and subtle, both direct and indirect and are primarily negative. It's impact overall is huge yet most people either aren't aware it is happening or don't care. Many simply don't feel it can be stopped.

There are the obvious and direct

continued on next page...

21ST CENTURY FOX is published quarterly by the Valley of the Fox Sierra Club Group. Send articles and outings to be published to Peggy Whitson, 205 Maplewood Drive, North Aurora, IL 60542. Deadline for next issue is April 15th.

Suburban Sprawl continued...

impacts, which are typically physical in nature:

- Loss of millions of acres of farmland and open space.
- The population of the rural areas increases.
- Traffic congestion increases.
- Air and water pollution increases.
- Infrastructure and schools must be upgraded or replaced at an increasing pace.
- The major cities decline in population.

There are the more subtle and indirect impacts.

- The standard of living in major cities declines.
- Crime in the suburbanized areas increases.
- The downtown or main street areas of the suburbanized areas decline.
- The suburbanized area loses its sense of community.
- Taxes increase to pay for new

infrastructure, schools, libraries, police and fire protection, etc.

- The rural atmosphere of an area disappears.
- People move to the 'new' suburbs from the city or old suburbs because of inexpensive housing or to escape the problems of these areas.
- Companies move their facilities away from the cities.
- An overall decline in the 'Quality of Life' of the suburbanized area.

Now all of the above impacts are usually considered negative, although several might be considered positive by some developers, real estate agents, contractors and most criminals. The only positive impacts that I can actually think of that might affect many people are increased availability of shopping and cultural facilities. However, these items would also come to an area under a well controlled and efficient growth plan.

The impact that most people 'feel' first

is in their wallet. High, inefficient growth comes at a price, which is always paid for by the local taxpayers. Sprawl growth is a decentralizing type of growth. It has a negative economy of scale. Every city has to deal with its sewer, water, transportation, public health, safety and welfare systems separately. Also, it costs companies that provide services such as power, natural gas, waste handling, newspapers, mail and parcel delivery, etc. more to provide their services over a sprawled area.



One of the biggest social impacts of sprawl is the loss of community and rural atmosphere. These impacts breed a feeling of helplessness and futility in locals in not being able to do anything about it. This is also one of the largest contributors to its proliferation. Because of this futility most people do not bother to educate themselves on sprawl and the methods available to combat it.

(More on how suburban sprawl affects us locally in the next VOF newsletter.)



21st CENTURY FOX

Serving Kane, Kendall and parts of DuPage Counties

Volume 8, Number 2

One Earth, One Chance

May, 1998



Suburban Sprawl (Continued from last issue)

Suburban Sprawl in Northeastern Illinois General Historical Information

During the period from 1970 to 1990 there was a dramatic change in the landscape of Northeastern Illinois. If observed from the air it would appear that there was an extensive increase in the area's population because of the huge expansion of the developed area. Unfortunately, this was not the case. From 1970 to 1990 the population of the Chicago metro area grew by only 4 percent, but its urbanized lands expanded ten times the population growth percentage rate; more than 40 percent.

What actually occurred was a migration from the City of Chicago to the outer suburbs. DuPage, Lake, McHenry and Will Counties gained 602,161 people during this period, an increase of 48.7%. This is slightly more than the 585,274 people that the City of Chicago lost. The total population for the ten Northeastern Illinois Counties in 1990 was 7,517,794.

The impact of this migration is best quantified by the loss of farmland in the area. Between 1967 and 1992 there was more than 310,000 acres lost in DuPage, Lake and Will Counties alone. These were high growth years, especially for DuPage County. In the other collar counties, except for Kane and McHenry, relatively little growth occurred before 1992. However, just between 1992 and 1995 the ten Northeastern Illinois Counties lost more than an estimated 100,000 additional acres.

Between 1990 and 1995 there was a total increase in population of 311,458 people for these ten counties, 11,000 people more than the entire 20 year period from 1970 to 1990. The total population increased to 7,829,252 in 1995. This is slightly more than a 4 percent growth for this five year period. But again it was at the expense of Cook County which only grew .62 percent. Kane, Kendall, Lake, McHenry, and Will Counties all exploded with each increasing more than 13 percent. McHenry increased by 22.55 percent. Even DuPage County continued its high growth rate at nearly 9 percent during this period.

Growth Projections

Projections for the Northeastern Illinois area are even more foreboding. The Northeastern Illinois Planning Commission (NIPC) has produced, in their *Destination 2020* report, a projection to a population of nearly 9,045,000 for the counties and the City of Chicago, excluding DeKalb, Kendall, Grundy and between LaSalle Counties by 2020. This is an increase of over 1,489,425 more new people from 1995. If you simply use the percentage increases from 1990 to 1995 for DeKalb, Kendall, Grundy and LaSalle Counties to create a projected annual percentage increase, the additional people in these four counties would be 113,987 from 1995 to 2020. That would bring the total added number to 1,603,412 people and the area total to 9,432,664 people by 2020, a 25.47% increase from 1990. This is over 6 times the population growth that occurred 1970 and 1990.

Specific Examples

There are numerous examples of developments which have either caused or contributed significantly to suburban sprawl in our area. You probably go by some of them each day and you may even work or live near one. Below are listed developments in Kane, Kendall, McHenry and Will County that I believe have caused or contributed to urban sprawl in the area. Virtually all of the information listed has come from articles out of the Aurora Beacon News, Chicago Tribune, the Chicago Sun Times, or from my own personal observations.

Existing Developments by County:

Kane

Randall Road - Involves dramatic general land use and transportation changes. From I-88 north through all of Kane County has become primarily strip malls, large retail outlets and subdivisions.



Fox Valley Shopping Center - This mall single-handedly caused and continues to cause massive residential and

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21ST CENTURY FOX is published quarterly by the Valley of the Fox Sierra Club Group. Send articles and outings to be published to Peggy Whitson, 205 Maplewood Drive, North Aurora, IL 60542; or jyotis@aol.com. Deadline for next issue is July 15th.



Urban Sprawl continued...

Commercial development between Naperville and Aurora on thousands of acres of farmland. Traffic on roads such as US 34 is among the worst and most dangerous in the area.

Kendall

Menard's Distribution Facility - Was built in a undeveloped rural area using over 100 acres of prime farmland. It has required widening of several roads, one through a wetland, and the addition of two traffic lights on highway US 34.

Oswego Village Growth - Cheap land and low development costs contributed to the village growing from 5,500 people in 1994 to 9,100 people in 1997, a 65% increase. There was no significant impact costs charged to developers by the village to cover required infrastructure expansions until this growth occurred. The growth has put strains on the villages infrastructure and caused increased traffic congestion in the area.

**McHenry**

Motorola Plant - Motorola used a \$36 million tax subsidy to build a plant on farmland in rural Harvard. With these subsidies, the companies save huge costs and the taxpayers pay the bill. This information comes from the tra club 'Suburban Sprawl Costs Us All In the Midwest' report.

Randall Road - This is a continuation of the road from Kane County. See Kane Co. description of development.

Illinois 31/Algonquin Road Intersection - Traffic backups exceed more than a mile at rush "hour". A potential fix, which would require an elevated road, would cost an estimated \$48 million and look terrible.

Will

Plainfield Village Growth - The Village has grown from 4,557 in 1990 to 7,500 in 1995, nearly a 65% increase. It is expected to grow to over 20,000 by 2010. It has already grown beyond its 1995 long-range comprehensive land use plan in certain areas annexing property in Kendall County.

In many respects these examples seem to be simply developments of some type that represent conveniences to many people or may even be their source of income. That is one of the difficult problems with dealing with and understanding this problem. Although these developments may seem positive from a direct economic viewpoint, they may be impacting the community or area negatively in other respects. These may include increased pollution, increased traffic congestion, signifi-

cant loss of farmland and open space, reduction in business in the downtowns of surrounding communities, increased storm runoff, etc. In other words, sprawl breeds more sprawl and its impact grows. Granted, the economic impacts also continue to grow, at least for a while, but I don't believe it grows at the same rate as the negative impacts. ~ Brad Walker



The Valley of the Fox Group Releases Report on the Fox River

The VOF Group has been involved in a year long monitoring program of the Fox River, including macro invertebrates as well as chemical analysis. These programs were a cooperative endeavor of Dial E.A.R.T.H. and the VOF Group.

In January we saw the completion and printing of the the results of the chemical studies. This report is now available to interested local citizens. Why monitor the river you ask. Isn't that the job of IEPA? Yes is it, but do you like the results? The Fox River is not included on the recently released Clean Water Act Section 303(d) list: not because it is so clean, but because the Illinois standards are so low.

This report is just one step of our goal to get a TMDL (Total Maximum Daily Load) program established for the Fox River. More info and/or a copy of the report is available from Fran Caffee (630) 859-1687.

These ongoing studies are partially funded by the Sierra Club foundation, the Isaac Walton League, Dial E.A.R.T.H., the Kane/DuPage Soil and Water Conservation District, and citizens like you. Out most heartfelt **THANK YOU** goes to Eugene W. McArdle, Ph.D., his wife Patricia McArdle, and Pat's sister Suzanne Alikonis.

WHERE DO WE GO FROM HERE? We are presently seeking a Map, Monitor and Guard Grant from the Sierra Club EPEC Program. Our goal is to identify and map all discharge points into our section of the Fox River. We especially need canoers to help on this project. We are also starting Phase Two of the chemical analysis, doing ammonia and dissolved oxygen studies.

According to Dr. McArdle, YOU can easily be trained to help with these studies. And we do need you. Please join us for the regular Valley of the Fox Membership meeting on May 11th to learn more about how you can get involved. It's our river and our responsibility. As development continues in the area, river pollution will be allowed to get worse unless standards are established and enforced. Get involved.



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VOLUME I

PUBLIC HEARING

IN RE: Fox River Bridge Crossings

Oral comments taken during the public hearing of the above-entitled matter, held at Mooseheart Campus, North Aurora, Illinois, taken by Cheryl Brabec, a CSR in the State of Illinois, on the 16th day of July, 1998, commencing at the hour of 2:00 o'clock p.m.

Janice Heinemann & Associates
 Certified Shorthand Reporters
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MR. YAHNKE: My name is Steve Yahnke. I'm a Kane County Sheriff's Deputy Sergeant on patrol.

Of all the projects that I've seen here today, the one that makes the most sense is the Red Gate Road Bridge. From a law enforcement point of view for the County, the Red Gate Bridge allows us the most access to the most people. The other projects that are in the city, there's already access available for emergency services.

However, presently, if you're -- if an officer is on the east side of the river between South Elgin and St. Charles, and is dispatched to a call to the western edge or into Campton Township, that deputy may have to drive as far as seven or eight miles out of his way to go either north into South Elgin or south into St. Charles to get across the Fox River so that he can provide emergency services for the center area of this county.

So I think the majority of the deputies would stand in support of the Red Gate Road Bridge. That would make our jobs a lot easier, and it would allow us to provide better services to Campton Township and to the surrounding

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areas in the middle of the county. So that's my opinion.

* * *

MRS. WILLIAMS: Elaine Williams, 328 Oak Street, North Aurora, 60542.

Actually, we do need the bridge, I realize that, but I don't know if Oak Street's the answer. The traffic now is horrendous. You cannot sit on your front porch, for the traffic is just continual and trucks and the boom boom, the stereos going. But anyway, if they widen it, it's going to make it closer to our house. Also, there's a ditch in front.

And we have several parties a year, big ones, you cannot park in front of our house, and they said this is not going to change. I thought maybe there would be a place for on-the-street parking. Our company has to park on Cherry Tree Court.

And another thing, whether the bridge goes through or not, we definitely need a traffic signal at 31 and Oak Street. I take my son to work in Batavia. We've gotten so we cut through that new area and come out on Mooseheart Road -- I

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don't know what that street is there -- because you can sit down there sometimes 10 minutes, can't make a left turn, sometimes not a right turn. It should either be a four-way stop or a traffic signal, and it's going to get worse.

I don't know what my other comment will be.

I understand we will have a sidewalk; that will be a big help.

And what else? I think something else. I made notes.

John, can you think of something?

No, this is just for Oak Street.

This other thing concerns Sullivan Road. I think I pretty well covered -- we need the --

MR. WILLIAMS: Well, it's -- they need to do something, and I think it would probably improve --

MRS. WILLIAMS: Yes, we really need the --

THE COURT REPORTER: Do you want your comments noted?

MRS. WILLIAMS: Well, his would probably --

1 MR. WILLIAMS: We're in the same place,
2 so it doesn't matter, and feel pretty much the same
3 way.

4 THE COURT REPORTER: But I don't know if
5 you want your name to appear.

6 MRS. WILLIAMS: Well, your name can go on
7 there. I mean --

8 MR. WILLIAMS: Sure, John Williams.

9 MRS. WILLIAMS: -- Patrice, too, my
10 daughter's over there. We're all Williams.
11 I don't know if she's going to come over here.
12 So thank you.

13 * * *

14 MR. RUBY: My name is Mark Ruby. I am
15 the village president of North Aurora, and I'm
16 officially representing our board today and making
17 a statement about the bridge. My address is 617
18 West State Street, in North Aurora.

19 I have been -- I've said that
20 already -- I've been authorized to make a statement
21 here that our board unanimously is in opposition to
22 the plans to build the new bridge across the Fox,
23 and that we feel that a Sullivan Road bridge, along
24 with the improved bridge we have now and an

1 lines? I own my parking lot, pay taxes on it.
2 I need it to stay in business. Why are you all of
3 a sudden changing the rules? You've got plenty of
4 land there to do what you need to do. Go ahead and
5 do it. I'm for the bridge. Let's put the bridge
6 in, but let's keep it within the boundaries of the
7 property that you currently own.

8 Just because the engineers get out
9 their box of crayons doesn't mean that you all of a
10 sudden need to throw your right-of-way up into the
11 air and say, "Oh, yeah, sure, let's look at what
12 the engineers are doing and let's go ahead and do
13 what they're recommending."

14 I made my business decision, a very
15 expensive business decision, based on knowing where
16 their right-of-way was going to be. Now, if that
17 right-of-way moves, I'm out of business. So, I
18 mean, if you own it, build the bridge, keep it
19 within the right-of-way, and be done with it,
20 period.

21 * * *

22 MR. HRUBANT: Donald Hrubant, 717 Harmony
23 Court, North Aurora. I'm a private homeowner.

24 I can't see how they can consider

1 improved intersection at Route 25 and 56, would
2 best serve our community.

3 * * *

4 MR. BURGESS: My name is Tom Burgess.
5 The address and my business is 119 Butterfield
6 Road, in North Aurora.

7 I purchased the property two years
8 ago, and at that time, the right-of-way, we believe
9 we didn't have any problems. We knew that
10 eventually there would be a bridge, but with the
11 right-of-way situation that they had, we thought
12 that we were in good shape in purchasing the
13 property.

14 They have plenty of right-of-way
15 there to do what they're proposing; however,
16 they're also expanding their right-of-way into my
17 parking lot that I need to turn semi-trailers
18 around in in order to be in business. So if they
19 alter the right-of-way to the degree that they're
20 suggesting that they do in the engineering
21 drawings, then I'm going to be out of business.

22 When we bought the building, we
23 understood where the right-of-way was. You own the
24 right-of-way. Why are you going outside of the

1 Oak Street Corridor with all the homes and the
2 schools on it. And I would think Sullivan Road
3 would be a much better choice, and even Mooseheart
4 Road, I mean, considering the number of homes
5 involved and so on.

6 * * *

7 MR. BACHUNAS: My name is Gary Bachunas,
8 I live at 207 Timber Oaks Drive, in North Aurora,
9 and I'm one of the citizens who lives along the
10 proposed route, only about a block off of Oak
11 Street.

12 I've been to several of these
13 before. It seems like every couple of years they
14 keep bringing this up and someone seems to be
15 intent on building these bridges no matter what the
16 public opinion is.

17 Our town seems to be wholly opposed
18 to a four-lane highway and a new bridge that will
19 cut our town in half. In fact, I do believe our
20 city council has made a resolution that they oppose
21 the building of the bridge connecting Route 56 and
22 Oak Street, and I'm also opposed to the building of
23 that bridge.

24 Again, like I say, it would cut our

1 community in half. It's a major highway right
2 through the center of a residential section. And
3 it, I believe, would destroy the aesthetic value of
4 our downtown area.

5 After living here for 20 some years,
6 it seems like a bridge could be located down
7 somewhere near the tollway bridge, putting one
8 bridge next to another bridge, and therefore
9 combining the site of what a bridge looks like when
10 you stand underneath it.

11 I'm probably guilty of the use of
12 avoiding the tollway bridge by getting off of the
13 expressway at Route 59, taking Route 56, crossing
14 the river at the bridge that exists now, just to
15 avoid the 40-cent toll in both directions, because
16 it does add up to 200 or 300 some dollars a year.
17 It seems like if you made the crossing of the
18 bridge at I-88 a non-toll, that you would get a lot
19 more people using the expressway corridor than
20 currently use it.

21 And another option I've thought of,
22 is right along the high tension wires that run
23 across the river again, putting one semi-eyesore
24 next to another semi-eyesore. I know it doesn't

1 line everything up, but sometimes you have to
2 realize that the people live here in the Fox Valley
3 region simply because it is a picturesque area, and
4 if we want to live in the City of Chicago with
5 bridges and skyscrapers, then we would move to the
6 City of Chicago.

7 * * *

8 MR. VARNAS: My name is Ferd Varnas,
9 115 Elm Avenue, North Aurora.

10 I used to be on the zoning board in
11 North Aurora when Jim Voss was mayor. Everybody
12 has forgotten me by this time. At the time I was
13 on the zoning board, we used to have two meetings,
14 one down at the village hall, one up at Helen's
15 Tavern. But that was up on the top of the hill
16 before it became whatever -- all I know is it's the
17 same -- it's Pat's today; it was Helen's then at
18 the time.

19 As a member of the village board, we
20 used to have a meeting downtown. Then after the
21 meeting, we'd go up to Helen's and we'd discuss
22 what we discussed before. And so one evening -- we
23 used to have a wooden bridge in North Aurora at the
24 dam that was going to be condemned, taken down, and

1 a cement bridge put up, so we had an aerial view of
2 the whole area.

3 Having seen the aerial view, we all
4 looked at it and said, "Why don't they take the
5 bridge and move it up to Oak Street, because then
6 we could build a bridge and a dam and do everything
7 all at one time and cross over into Oak Street,"
8 but when Oak Street used to be nothing but
9 farmland. There was no houses on Oak Street at the
10 time. And this is not that long ago, because I'm
11 still alive.

12 But, in any event, the powers that
13 be said, "No, we can't do that. Can't do that.
14 It's not material to our decision." So we said,
15 "All right, you can't do it, you can't do it. Why
16 can't you do it?" and they didn't have any answer.
17 All they had was "We can't do it, we can't do it."

18 I, as one, I can only -- I think
19 we're all dead and gone now -- I think I'm the only
20 one left now as a former board member -- not a
21 board member, a zoning member.

22 But, in any event, I said, you know,
23 I said, "It's very interesting that you people
24 will now say, 'No, we can't do it,'" but I said,

1 "25 years down the road, you're going to come back
2 and say, 'Hey, we got to do that. We got to move
3 the dam, we got to move the bridge, we got to move
4 everything.'" I said, "And yet today you won't do
5 it because we have a wooden bridge that's going to
6 be replaced by a cement bridge, or a dam rather,
7 and it's going to be -- well, it's going to be
8 replaced by the cement dam and the wooden dam, but
9 yet, if you look at the lineup of the aerial view,
10 the aerial view said the logical place to go would
11 be across the river, across the dam, out Oak
12 Street, take Butterfield out that way."

13 That's long before we had the --
14 what do you call that up here -- the Red Fox --
15 well, the forest preserve has got a thing up here.
16 But anyway, now that's become a hazard; you can't
17 go through there. See, you know, there's always a
18 reason. But I can't -- I can't think of anything
19 else.

20 The only other answer that we got
21 was "It can't be done. It can't be done, it can't
22 be done," and our question always was "Why can't it
23 be done?" But we never got a legitimate answer.
24 And so the powers that be decided that we were not

1 going to put the dam where we wanted it to go
2 across Oak Street. We didn't want a bridge across
3 the Fox River at Oak Street because it was all out
4 in the country at the time. And I think that's
5 about it, because I can't think of anything else.

6 It seems so illogical, so illogical
7 that a human being would say, "No, it can't be
8 done," because if you looked at the aerial view, it
9 said that that's the logical way to do it, go
10 across the Fox River, move the dam up there at Oak
11 Street. Instead of that, they put it down below
12 here and left everything open for fishermen. I
13 can't think of anything else.

14 * * *

15 MS. LEACH: My name's Janet Leach.
16 I live at 602 Oak Street, in North Aurora. I am
17 on the Messenger Public Library Board of North
18 Aurora; I'm on the DuPage Library Board.

19 Obviously, living on Oak Street,
20 I would not like to see this project go through.
21 Aside from losing a community feel -- oh, how can I
22 say -- it would be almost impossible for our
23 children to walk to and from school. Even with
24 increased crossing guards, it would not work,

1 We are a village of 9000 people, a
2 residential village of 9000 people, and you put a
3 main highway right through our little community,
4 it's just going to destroy our quality of life.
5 I worry about kids having to cross, to get to
6 school. We have a grade school on one side of the
7 proposed highway, a middle school on the other
8 side, the library's on one side. I just don't
9 understand their rationale to help traffic move
10 along faster at the detriment of a whole
11 community's way of life. We're a quiet little
12 village.

13 You know, up until just a short time
14 ago, we only had three traffic lights in all of
15 North Aurora. And now, all of a sudden, you know,
16 this main highway that's going to be a straight
17 shot from Kirk Road to Orchard Road zooming through
18 our little community, I just don't understand it.

19 Thinking again, just remembering
20 that the village has grown in just a short period
21 of time from a little village with just three
22 traffic lights, and now with this main high going
23 through, to increase traffic at the detriment of
24 the whole community, it will just change the whole

1 because the crossing guards would not be there
2 24 hours a day, they'd only be there during school
3 hours. And on one side of the street is the school
4 and on the other side of Oak Street is the park.

5 I also see the bridge being
6 detrimental because of where the library is
7 located. The east side would have no easy access
8 to the library whatsoever. I don't feel coming
9 down the little frontage road south of the bridge
10 would be feasible for all of the people on the east
11 side, and it doesn't seem like they're given any
12 alternative to that, aside from going across the
13 new bridge, down 31, and back across the old
14 bridge. And so both things I feel are very
15 detrimental to the community.

16 * * *

17 MS. YEHNERT: Dorothy Yehnert, and I live
18 at 307 Hillside Place, North Aurora.

19 You know, in talking to the
20 gentleman, he's talking about helping people
21 decrease -- decreasing travel time. Well, in order
22 for traffic to zoom faster, they're saving, you
23 know, three, five, eight minutes, but we're ruining
24 a quality of life.

1 way of life here in North Aurora.

2 I understand you can't stop growth,
3 the village is going to grow. We are no longer a
4 little community of three traffic lights and a
5 couple thousand people, but I'd like to see the
6 growth controlled to a point to where it would
7 improve our quality of life instead of completely
8 destroying it.

9 * * *

10 MS. MARTIN: My name is Shirley Martin,
11 108 West Oak Street, North Aurora.

12 I am against the road coming down
13 Oak Street. I feel that this would be not good for
14 the community. It's the main through-street
15 through North Aurora which divides the community in
16 half. You've got a grade school on one side that
17 the children would have to cross. I think you
18 should find other alternate routes.

19 I said, otherwise, you know, why do
20 we have a community like North Aurora? Take one
21 half of Oak Street and give it to Aurora, take the
22 other half and give it to Batavia, and just scratch
23 North Aurora off the map--I'm sorry.

24 I feel that possibly you should be

1 looking at maybe Sullivan Road or Mooseheart as
2 another alternate route, which would leave the
3 village intact. Thank you.

4 * * *

5 MR. CARLSON: My name is Gary Carlson.
6 I'm from the Holmstad, which is located at 700 West
7 Fabyan Parkway, in Batavia.

8 The concern I have over the bridges
9 is because the Holmstad is a retirement community.
10 We have 600 people living on the campus, about 400
11 of whom are still in an independent living setting,
12 many of whom still drive.

13 With the increased traffic on Fabyan
14 Parkway over the last number of years and the
15 expected increase in traffic in the future years,
16 the access that our residents will have onto Fabyan
17 Parkway will become more and more dangerous with
18 the possibility of more traffic accidents and
19 problems associated with that with the residents
20 there.

21 The concern would be then that the
22 Butterfield Bridge would take some of the load off
23 of traffic going from west to east or east to west,
24 thus relieving some of the traffic, some of the

1 they park on the access road now. I think a better
2 idea, since some money has been funded by the
3 federal government already, is Sullivan Road
4 Bridge.

5 ---o0o---

1 backup, some of the congestion that would be
2 existing on Fabyan Parkway, and thus affecting the
3 safety of the residents of the Holmstad.

4 * * *

5 MS. VAN LEIRSBURG: My name is Jeanie
6 Van Leirsburg, 947 Britta Lane, Batavia.

7 My home backs up to Fabyan Parkway,
8 and the traffic is increasing dramatically. The
9 noise level is so high, and being able to make a
10 left-hand turn is almost impossible at certain
11 times of the day to get out onto Fabyan. And I
12 guess I feel that perhaps the building of another
13 bridge on Oak Street would perhaps alleviate some
14 of that traffic. That traffic may -- some traffic
15 may funnel down here to Oak and provide us a little
16 relief.

17 * * *

18 MR. BROWN: Charles Brown, 610 Oak
19 Street, North Aurora. I'm against the bridge
20 over the river in North Aurora or the Fox River
21 connecting 56 to Oak Street because of safety
22 concerns, mainly, backing out of your driveway into
23 a major thoroughfare, no parking for the Highlands
24 Park. Nobody's got a place to park their car;

1 STATE OF ILLINOIS)
2) SS.
3 COUNTY OF COOK)
4)

5 I, CHERYL BRABEC, CSR, do hereby certify
6 that I am a court reporter doing business in the
7 State of Illinois; that I reported in shorthand the
8 testimony had at the hearing on July 16, 1998 of
9 said cause; and that the foregoing is a true and
10 correct transcript of my shorthand notes so taken
11 as aforesaid.



12 Cheryl Brabec
13 Certified Shorthand Reporter
14 License No. 084-001373
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Volume II

PUBLIC HEARING

IN RE: Fox River Bridge Crossings

Oral comments taken during the public hearing of the above-entitled matter, held at Route 31 and Mooseheart Road, Mooseheart Fieldhouse, Illinois, taken by Janice H. Heinemann, CSR, RMR, a notary public within and for the County of DuPage and State of Illinois, on the 16th day of July, 1998, commencing at the hour of 6 o'clock p.m.

Janice Heinemann & Associates
Certified Shorthand Reporters
118 Oxford Avenue
Clarendon Hills, IL 60514-1152
630/986-5486 FAX: 630/986-0282

1 MS. BROWN: It's Leonora Brown. I live at
2 610 Oak Street, North Aurora, right across from the
3 park. I am totally opposed to this widening of Oak
4 Street because the median strip will be done away
5 with, which is in front of our house. And all the
6 heavy traffic will go right past our front yard. It
7 will be hazardous just to back out of our driveway.
8 The noise level will go up. There will be accidents
9 and all sorts of other things. There are people
10 that live on my block that have young children. I
11 have lived in the same house since I was a newlywed,
12 which is almost 34 years. My husband and I had not
13 planned to ever move, and I really feel that the
14 residents should be considered in this. That's
15 about it.

16 * * *

17 MR. LEACH: My name is Kerry Leach. I live
18 at 602 Oak Street in North Aurora. I would like to
19 voice my opposition to the Oak Street/Route 56
20 Bridge, and state I'm in favor of the Sullivan Road
21 Bridge in Aurora. I believe that the bridge will
22 increase the traffic flow immensely. It would
23 affect the safety of the residents in North Aurora,
24 especially the kids that use Goodman School, even

1 though there might be a crosswalk put in over Oak
2 Street. If that was to be the case, that would come
3 right into my front yard and I do not want that. I
4 believe that would affect the property values,
5 having a four-lane road and a crosswalk, besides the
6 looks, it would make it feel more like a major city
7 with crosswalks over expressways.

8 The increase to four lanes would
9 increase the traffic flow east to west where
10 currently there is Fabyan Parkway, East-West
11 Tollway, I88, and possibly the Sullivan Road Bridge
12 and would provide east-west access within a very
13 small distance. I believe that the Oak Street and
14 Route 56 on the other side of North Aurora should be
15 kept as is to keep a feeling of a village of North
16 Aurora, a community with a hometown feeling, and a
17 smaller city with some growth that there is
18 currently tollway. And if a Randall Road
19 interchange would be put in, that would allow
20 traffic from the east and west to get off at Randall
21 Road to be able to access any development west of
22 Randall plus the development that's going on in the
23 Batavia area on Randall Road. And I believe that
24 would eliminate a lot of the traffic flow that would

1 be coming through North Aurora. Thank you very
2 much.

3 * * *

4 MR. FITTING: My name is Charles Fitting.
5 I live at 320 West State Street, North Aurora.
6 And I'm definitely against it. I think it will ruin
7 the village. We have enough -- too much traffic the
8 way it is with two lanes. If we get four lanes
9 across the river, it will be just like a state
10 highway. And I think it will really ruin it for the
11 village.

12 * * *

13 MR. SMITH: Kenneth Smith. My address is
14 2501 South River Road, Batavia. It may not mean
15 anything but it's where the bridge would have been
16 built if the Mooseheart Road project had gone
17 forward. I'm very happy that you are not going to
18 take my house. I am very much in favor of
19 straightening out Oak Street and connecting it to
20 Butterfield Road. I would hope that the decision
21 regarding where the new bridge will be built won't
22 be left to the elected politicians of North Aurora.
23 End of comment.

24 * * *

1 MR. GORHAM: The name is Ralph Gorham. I
2 live at 214 Oak Street, North Aurora, right on the
3 main drag there where they want to widen it. We
4 have a problem getting out of our driveway now, let
5 alone having more traffic and more -- not only that
6 but taking property off of the front of my yard. I
7 had an Evergreen in since 1961 that is 50-foot tall
8 and 25-foot wide.

9 MS. GORHAM: They might have to take part
10 of that. I'm hoping not because it's a beautiful
11 tree, and it blocks it out of the wind and the rain
12 and snow and things like that.

13 MR. GORHAM: So we are very opposed to the
14 Oak Street crossing of the river. We don't mind the
15 Sullivan Road crossing. In fact, we prefer it to go
16 to Sullivan Road. That's all I have got right this
17 minute.

18 MS. GORHAM: I would say the same thing as
19 him, and my name is Mary Ann Gorham. We are husband
20 and wife.

21 * * *

22 MS. LESTER: Our name is Jim and Bonita
23 Lester, 735 Harmony Court in North Aurora. It backs
24 up to Oak Street. We bought three years ago. Our

1 builder told us we were at the limit for being close
2 to Oak. In other words, we couldn't add on a porch,
3 a back porch, because we are too close. We probably
4 are 45 feet at the most from Oak Avenue or Oak
5 Street. I understand that they could come in and
6 take as much as 30 feet of our property, which would
7 be our bedroom and living room unbelievably. We
8 couldn't live there. We could not live there at
9 all. We have lived there for three years. It's a
10 senior citizen development. We have worked all our
11 lives to build this, and then this is going through.
12 It's very upsetting. The property would not be
13 worth, you know, what we would hope it would as time
14 goes on that we would live there.

15 The real upsetting thing -- Well, the
16 first naturally is coming through our living room
17 and our bedroom. The second thing is that the
18 possibility of coming through Oak Street rather than
19 going Mooseheart Road, which would be a direct route
20 to Orchard to make the curve to Oak and go through
21 people's homes, lives, senior people, churches, the
22 whole thing, rather than they are choosing people
23 over disturbing Red Oak and that is very disturbing.
24 Red Oak can be -- It's animals. They can be

1 nestled in another particular place without any
2 problem. To think that animals are a little bit
3 more important than human lives and senior citizens
4 and all is just devastating to us, and we are so
5 close to the line. It's just -- Our property would
6 be worth absolutely nothing. And naturally, I'm
7 sure if anyone lived on Oak, as we do, they would be
8 very upset also. Thank you.

9 * * *

10 MR. MARTIN: Richard Martin, 746 Harmony
11 Court, North Aurora. My location is such that we
12 are within 30 feet, 30 yards -- no -- 30 feet of the
13 proposed construction. I think this is going to
14 concern us in the future, and I would like to have
15 somebody come out and explain it to us in a little
16 more detail. That's about all.

17 * * *

18 MR. JOHNSON: My name is James Johnson. I
19 live at 409 Spruce, North Aurora. And I see their
20 proposal here, and I'd kind of like to see a
21 counterproposal where they are not impacting the
22 west side so much. But us people on the east side
23 definitely do need it. I do think Aurora is
24 eventually going to put the bridge in by themselves.

1 I know they have already bought part of the
2 property, and I'd like to see them kind of split it
3 up where Oak Street is only three lanes, one turn
4 lane and lanes in both directions. And I would also
5 like to where the Aurora Bridge, which will go in,
6 turn lanes at Butterfield and 25, plus turn lanes at
7 31 and the new bridge. And I think that would
8 funnel enough traffic in all directions. It would
9 help everyone and not impact the west side so much.
10 That's basically it.

11 * * *

12 MS. VAN DYKE: Barbara Van Dyke, 24 Monroe
13 Street, North Aurora. And I would just like to make
14 the comment that if they would put in the Sullivan
15 Bridge, Sullivan Street --

16 MR. JUMP: Sullivan Road.

17 MS. VAN DYKE: Sullivan Road, I guess it
18 is, Bridge, I think that would alleviate putting it
19 in at 56. That would take care of it. That's all.

20 * * *

21 MR. GORHAM: Due to talking with some of
22 the gentlemen, I have discovered that the oyster
23 beds that were checked in 1996 is north of the
24 present working of the bridge but doesn't mean that

1 in the future the river couldn't clear and oysters
2 would be environmentally taken into consideration.
3 I think it should be checked and rechecked again and
4 see if it would come into existence again. My name
5 is Ralph Gorham again.

6 * * *

7 MS. LINDENMEYER: My name is Janice
8 Lindenmeyer, and I live at 3921 West State Street in
9 North Aurora. I have been a resident of the village
10 for 47 years, grew up there as a child. And I think
11 we need a society for the preservation of a
12 neighborhood or a community that works. We have
13 worked real hard to keep gangs out of our
14 neighborhoods, to keep our baseball going, to keep
15 our churches going. And this road right through Oak
16 Street will destroy our neighborhood. And our
17 beautification committee just worked so hard and we
18 have got established more than a dozen crabapple
19 trees along the parkway. Now those will be bull-
20 dozed down. And instead they are going to have to
21 figure out how to beautify these inner city
22 pedestrian crosswalks, you know, that are wrapped in
23 cyclone and sit there ready for gang graffiti and
24 turf wars. I mean we have really worked hard to

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1 keep gangs away, but this will be a problem for us.
 2 And then there are lots of hard
 3 working -- I know half the people that live on Oak
 4 Street who have lived there most of the 20, 30
 5 years. And they have paid their taxes, they have
 6 worked hard, they have kept their property up. And
 7 in reward, they are going to have this road going
 8 within inches of their picture windows. They are
 9 not going to be able to back out of the driveway.
 10 Most of them now are senior citizens, and I just
 11 think that's totally -- That's the way we reward
 12 all the old people in our country, we just mow them
 13 down.
 14 Let's see, also, we belong to a church
 15 that is going to lose a whole row of parking which
 16 we desperately need. We need to build our church
 17 larger. And at the same time the EPA says we can't
 18 enlarge our sanctuary to the back of the property
 19 because we are on a flood plain. The State just
 20 screws us every which direction we go.
 21 And then I'm watching -- I go every
 22 morning to work at construction at Randall, and why
 23 are we spending the money there if they are going to
 24 turn around in a year or two and tear it all apart

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1 again. It just makes no sense to me at all.
 2 MR. LINDENMEYER: I'm Michael Lindenmeyer,
 3 same last name. I'm with her.
 4 MS. LINDENMEYER: He's only lived there
 5 30 -- wait -- 29 years.
 6 MR. LINDENMEYER: That's not important to
 7 me. What's important to me is I think the lack of
 8 foresight and, in my opinion, rather incompetent
 9 behavior of the people who have made these
 10 decisions. And part of the issue they say is,
 11 "Well, we can't go through Red Oak Nature Center.
 12 We can't. We just can't split that because that's a
 13 government law." And I agree there are laws and
 14 sometimes laws are very stupid. What bothers me is
 15 what they are thinking of doing is splitting a
 16 community. And if they had done this 20 years ago
 17 before North Aurora grew, before North Aurora had
 18 expanded beyond Oak Street, if they said, "Okay. We
 19 are going to take so much land for this road," as
 20 they had Route 56, then North Aurora would probably
 21 have expanded differently. Okay. So it seems to me
 22 rather stupid that they wait until these communities
 23 grow on both sides of the highway of the road on Oak
 24 Street and now we are going to make a highway out of

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1 it and split the community. That I think is very
 2 sad, especially in view of the fact that they have
 3 now Orchard Road, which is a straight shot up to
 4 Randall out Mooseheart Road. Now Mooseheart Road is
 5 developed houses on one side and Mooseheart on the
 6 other side, which is a lot of room for right-of-way
 7 without imposing on people's property, without
 8 breaking up the community to go right across the
 9 river, no additional cost. And they already talked
 10 about, "Hey, we could have 56 go to 25 and widen
 11 25." 25 already is a right-of-way. The river has
 12 already split the city. I mean the river was there
 13 before the city was there, you see. So it seems to
 14 me immanently suitable to make a pass like that.
 15 And yet, we have what I consider to be a really
 16 stupid and ridiculous federal law that says, "I'm
 17 going to save this little forest preserve at the
 18 risk of splitting a whole community." And in my
 19 mind, that is sheer stupidity. So that I can only
 20 say the people who are making these decisions are
 21 incompetent. I'm sorry. That's my opinion. I'm
 22 not sorry. I'm sorry what they are doing, I'm not
 23 sorry for my opinion.
 24 * * *

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1 MR. KOCH: My name is Daniel R. Koch. My
 2 address is 330 Sharon Lane, North Aurora, Illinois,
 3 60542. My comments pertain specifically to the
 4 North Aurora Bridge proposal from Butterfield Road
 5 to Oak Street. I, first of all, object to the idea
 6 that the bridge is even being proposed again since
 7 the people of North Aurora have unanimously elected
 8 not to support it on more than one occasion by both
 9 referendum and meetings such as this one. My
 10 objections on behalf of North Aurora involve the
 11 fact that the road will separate the village, cut
 12 off the northeast corner of North Aurora from the
 13 rest of the village, limit our access to Highland
 14 Park, the village hall, the library, and the stores
 15 in that area including the restaurant. It will
 16 either increase our costs in terms of homeowner
 17 insurance due to the limited access to the fire
 18 department or increase our cost and taxes because it
 19 will have to construct a fire department to service
 20 the northeast side of North Aurora, which has grown
 21 considerably over the last couple of years and will
 22 probably grow for at least another year or two.
 23 There is also the consideration of the
 24 impact on the society of North Aurora in that two of

1 our major functions, the 4th of July celebration and
2 the August North Aurora Days will be severely
3 curtailed by the existence of the bridge, as that is
4 the area where the bridge is being built -- will be
5 built, where we have our fireworks displays and our
6 celebrations on both of those occasions. Both of
7 those things will be gone if they build the bridge.

8 The increased traffic is also an
9 objection since it will considerably increase the
10 traffic on Butterfield and on Oak. I also object to
11 the idea of the stressed importance of this bridge
12 when a bridge will in all likelihood be constructed
13 at Sullivan Road, which is not even half a mile
14 south of the proposed site for the North Aurora
15 bridge. The fact that it is so close and that
16 Indian Trail, the new Indian Trail Bridge is another
17 half mile south of that, suggests to me that we do
18 not need a third bridge within a mile, mile and a
19 half, section of the river, that that will not ease
20 east-west traffic any better. So why do we even
21 need the North Aurora Bridge, particularly in light
22 of the objections that have been raised. That's
23 all. Thank you.

24 * * *

1 being a one way, that they are going to keep Monroe
2 open.

3 MR. BOGDAN: Right. Monroe is only going
4 to be open to right-turn traffic out and left-turn
5 traffic in. Right?

6 MS. BOGDAN: I guess.

7 MR. BOGDAN: So I mean we would only be
8 able to get out on Oak Street one way without having
9 to travel around the block.

10 MS. BOGDAN: It's pretty obvious we will
11 never be able to progress because no one would ever
12 want to buy that home. So I guess that we are just
13 looking that maybe they could just take all of those
14 homes. There is four homes there that they are
15 talking about. And it's right next to the fire
16 station and the activity center, and maybe North
17 Aurora could use that property for something more
18 valuable than homes just becoming slum homes.

19 MR. BOGDAN: Their only purpose would be
20 able to be rental properties, and you wouldn't be
21 able to draw the type of tenants that would upkeep
22 and make it worthwhile. I'm done.

23 MS. BOGDAN: Obviously, we are against it.

24 * * *

1 MR. DAY: Charles Day, 503 South Railroad
2 Street, Montgomery, Illinois, 60538-1427. I was on
3 the County Board from 1961 to 1972 and the Oak
4 Street-Butterfield alignment for a bridge was
5 discussed way back during those days and probably
6 before and seemed like the most logical and sensible
7 approach to bringing the traffic across the river
8 without going through the S-turns in North Aurora as
9 it is in Montgomery. And I would like to just go on
10 record as being highly in favor of that alignment in
11 that completion. I hope to live long enough to see
12 it come into being. Thank you.

13 * * *

14 MR. BOGDAN: It's Scott Bogdan. I live at
15 369 Monroe Street. The proposed bridge is going to
16 take out our neighbor's house and the pavement will
17 be 54 feet from my property line. I'm opposed to
18 the building of the bridge. And if the bridge does,
19 in fact, go through, we will be looking for either
20 someone, the County or the Village, to purchase our
21 property or some other type of financial
22 compensation to compensate for the loss of our home,
23 the property value.

24 MS. BOGDAN: Mention about the street only

1 MS. BODIN: My name is Susan Bodin. I live
2 at 805 Magnolia Drive in North Aurora. I have lived
3 here for three years. We have children. Hundreds
4 of young children live in our community in Willow
5 Lakes and will have to cross over Oak to get to
6 schools and to the ball fields and the playgrounds.

7 It seems like the worst possible place to put a
8 40-mile-an-hour four-lane road. And I fully support
9 the Board's decision to promote the Sullivan Road
10 Bridge because it would in my opinion divert a lot
11 of traffic that would otherwise come down Oak.

12 One of the developer's comments was
13 that if a large-scale mall were to go in near
14 Orchard Road a lot of extra traffic would further
15 congest Oak Street; but I think that realistically a
16 lot of the visitors to the mall, the proposed mall,
17 would actually be taking major arteries like 88 and
18 Randall and Orchard and probably wouldn't impact Oak
19 Street as much, especially if there were Sullivan
20 Road Bridge to relieve Oak Street.

21 I think that widening Oak Street would
22 turn our community into a bifurcated version of
23 Schaumburg and would completely alter the character
24 of our community. I am 100 percent opposed to it.

1
 2 MS. BRAUER: I'm Mary Brauer. I live at
 3 318 Dee Road in North Aurora. I have lived here 25
 4 years. I have seen other new developments go in on
 5 the other side of the river and how it's congested,
 6 the road at the intersection on 25 and 56. And I
 7 remember when the community was not like that. And
 8 I feel like with the new -- all those new houses out
 9 there to get traffic across it really needs to have
 10 the four lanes going across the bridge, and I really
 11 support it 100 percent.

12 I also feel like the subdivision that
 13 was built on Oak Street, let's see, it would be on
 14 the north side of Oak Street, should have had a
 15 grade school put in there because that's the issue
 16 is the kids crossing the street to get to the grade
 17 school. If there was a grade school over there, the
 18 impact wouldn't be felt as much as it seems to be
 19 right now. So that's it.

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1 STATE OF ILLINOIS)
) ss.
 2 COUNTY OF DU PAGE)

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7 I, JANICE H. HEINEMANN, CSR, RMR, do
 8 hereby certify that I am a court reporter doing
 9 business in the State of Illinois, that I reported
 10 in shorthand the testimony given at the hearing of
 11 said cause, and that the foregoing is a true and
 12 correct transcript of my shorthand notes so taken as
 13 aforesaid.



Janice H. Heinemann, CSR, RMR

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Volume 1

PUBLIC HEARING

IN RE: Fox River Bridge Crossings

Oral comments taken during the public hearing of the above-entitled matter, held at Randall Oaks Golf Club, West Dundee, Illinois, taken by Janice H. Heinemann, CSR, RMR, a notary public within and for the County of DuPage and State of Illinois, on the 22nd day of July, 1998, commencing at the hour of 2 o'clock p.m.

Janice Heinemann & Associates
Certified Shorthand Reporters
118 Oxford Avenue
Clarendon Hills, IL 60514-1152
630/986-5486 FAX: 630/986-0282

Page 2

1 MR. PETZEL: Geoff Petzel, 1631 Ravine
 2 Lane, Carpentersville, Illinois. I had been
 3 reviewing the environmental impact statement
 4 previous to today, and I noticed a couple things
 5 that bothered me. One of them was the egrets. It
 6 says that no egrets were found in the area. They
 7 aren't state endangered, so I don't know that that's
 8 a big deal then. And I have sighted them there
 9 before. About two weeks ago I sighted one. They
 10 live in the area. I have been seeing them for
 11 years. I don't know how the statement could have
 12 missed that. I have also seen green herons, which
 13 were not even in the report, and are not a common
 14 bird either.

15 The report bothered me because it
 16 didn't mention the soils, the specific kinds of
 17 soils in there, and that would affect how they are
 18 going to excavate the site; and it does not mention
 19 that. Therefore, I think that needs to be reviewed
 20 a little bit.

21 Mr. Avelar from Algonquin in today's
 22 paper wrote that he says it's a quality of life
 23 issue. And I think the real key is that who is the
 24 quality of life issue for, Carpentersville or

Page 3

1 Algonquin. And it's a quality of life issue for
 2 Algonquin. It's going to benefit Algonquin because
 3 it is going to relieve traffic from their town and
 4 it's going to take away the congestion from their
 5 bridge. It's going to also help them develop their
 6 town more. He said that one of the reasons he wants
 7 the bridge is so they can develop 1200 acres south
 8 of I believe Randall, and all that is going to do is
 9 going to add more congestion to Carpentersville, and
 10 it's not going to benefit Carpentersville
 11 whatsoever.

12 I don't believe this bridge will work.
 13 I don't believe it's worth the money, and I don't
 14 understand why Mr. Rage has such a big deal about
 15 it. I don't know how he could be supporting this
 16 bridge when he doesn't support an easement going
 17 through the forest preserve in Hampshire. He
 18 supports an easement in a forest preserve to put a
 19 bridge through that we get nothing out of, but he
 20 does not support an easement in Hampshire Forest
 21 Preserve where we are going to get \$1 million for 20
 22 acres. I don't understand it.

23 * * *

24 MR. WILLET: James Willett, 18 N 607

Page 4

1 Woodcrest Lane, Dundee. We would be affected by the
 2 Bolz Road, and we have no objection to it.

3 * * *

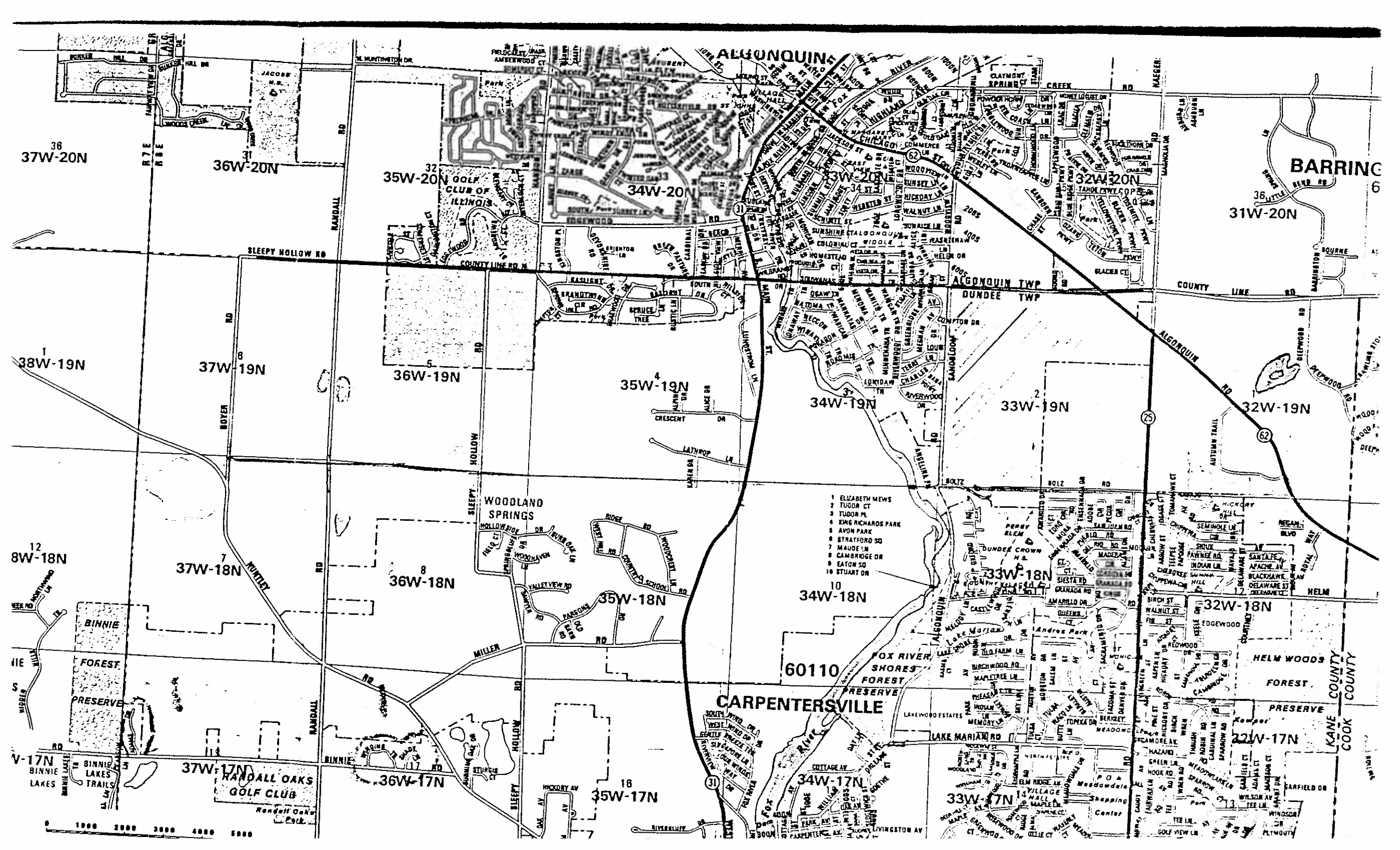
4 MR. AVELAR: My name is Marc Avelar.
 5 Address is 2073 Peach Tree Lane, Algonquin, 60102.
 6 I am also an elected village trustee from the
 7 Village of Algonquin. I do live in Kane County. I
 8 am here strongly to support the Bolz Road Bridge and
 9 transportation corridor both as an individual and as
 10 an elected official representing my 21,000 plus
 11 constituents.

12 Bolz Road is needed for the
 13 transportation infrastructure, long-term
 14 transportation infrastructure future of northern
 15 Kane County and the Village of Algonquin. In
 16 conjunction with the western bypass, which McHenry
 17 County approved earlier this year, Bolz Road will
 18 complement those efforts in alleviating the traffic
 19 congestion at Routes 31 and 62 in downtown
 20 Algonquin. But also equally as important is what
 21 this will do for northern Kane County and Dundee
 22 Township. The transportation corridor/Bolz Road
 23 plan to extend would extend into 1200 acres of
 24 undeveloped land in Kane County, which the Village

Page 5

1 of Algonquin wants to convert into a business park,
 2 Algonquin Business Park. At this point the Village
 3 has contracted with two reputable firms, Gruen &
 4 Gruen Associates and Teska Associates, to develop a
 5 plan and strategy in order for the village board to
 6 proceed in attracting good, credible businesses into
 7 our business park. While Bolz Road Bridge and
 8 corridor is not a cornerstone of that strategy, it
 9 would enhance that strategy and for the benefit of
 10 all residents not only of Algonquin but the entire
 11 Dundee Township area. It will allow us to bring
 12 good-paying jobs, both white collar and blue collar,
 13 for the local economy. These are plans which will
 14 be implemented over a 20-year life span but, like
 15 transportation, you have to look very long-term,
 16 very future down the road.

17 Additionally, there have been some
 18 facts that have happened and some things that have
 19 changed since the Dundee Township advisory
 20 referendum last November 4, 1997. During that time,
 21 the referendum was narrowly defeated by a very slim
 22 margin in Dundee Township. Since that time, the
 23 Village of Algonquin has implemented the
 24 recommendations of the McHenry County Transportation



36
37W-20N

36W-20N

35W-20N

34W-20

31W-20N

38W-19N

37W-19N

36W-19N

35W-19N

34W-19N

33W-19N

32W-19N

12
8W-18N

37W-18N

36W-18N

35W-18N

34W-18N

BINNIE

FOREST

PRESERVE

37W-17N

RANDALL OAKS GOLF CLUB

36W-17N

35W-17N

CARPENTERSVILLE

60110

FOX RIVER SHORES FOREST PRESERVE

34W-17N

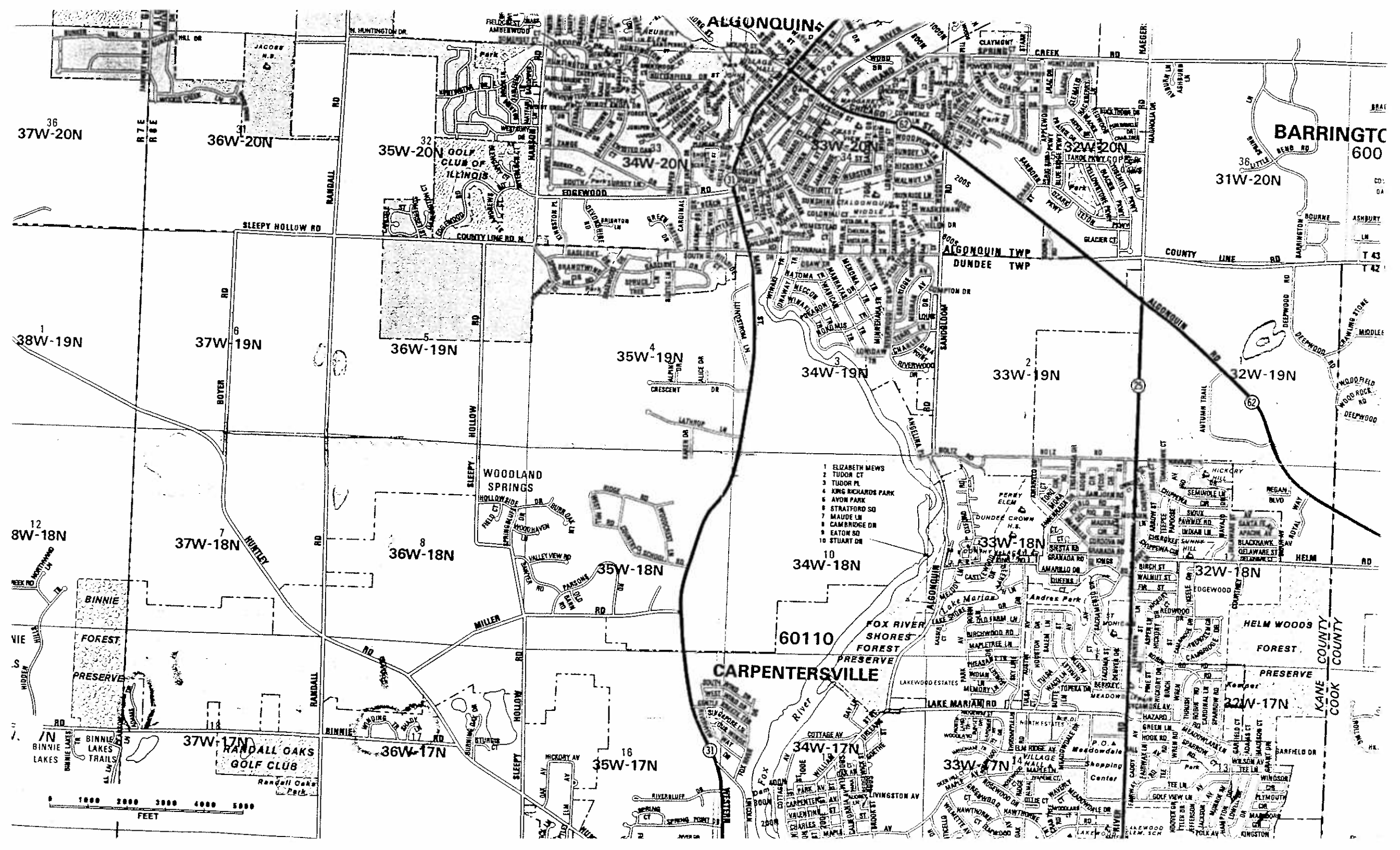
33W-17N

32W-18N

HELM WOODS FOREST PRESERVE

32W-17N





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37W-20N

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36W-20N

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35W-20N

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38W-19N

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36W-19N

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11
BINNIE LAKES TRAILS

37W-17N
RANDALL OAKS GOLF CLUB

36W-17N

16
35W-17N

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33W-17N

32W-17N



- 1 ELIZABETH MEWS
- 2 TUDOR CT
- 3 KING RICHARDS PARK
- 4 AVON PARK
- 5 STRATFORD SQ
- 6 MAUDE LN
- 7 CAMBRIDGE DR
- 8 EATON SQ
- 9 STUART DR
- 10

BARRINGTON
600

ALGONQUIN

ALGONQUIN TWP
DUNDEE TWP

CARPENTERSVILLE

KANE COUNTY
COOK COUNTY

WOODLAND SPRINGS

FOX RIVER SHORES FOREST PRESERVE

BINNIE FOREST PRESERVE

HELM WOODS FOREST PRESERVE

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1 Advisory Committee for dealing with the traffic
 2 problems at Route 31 and 62. Most notably is the
 3 implementation of a right-turn lane from westbound
 4 62 to northbound Route 31 in addition to a western
 5 bypass. Therefore, Algonquin has made sufficient
 6 amount of sacrifices and investment for its
 7 long-term future in downtown with the western bypass
 8 and that solution from McHenry County. However, a
 9 part of that solution also includes the construction
 10 of the Bolz Road Bridge corridor. According to the
 11 transportation study of 1995 through 1997 up to
 12 14,000 cars a day by the year 2020 will be diverted
 13 from downtown with a western bypass and the Bolz
 14 Road corridor. Therefore, there will be some
 15 diversion of traffic; but it was not to the 25 to
 16 35,000 plus, which was demagogued during the advisory
 17 referendum campaign.

18 Additionally, west side facilities
 19 being built in Dundee Township on the west side of
 20 the Fox River were claimed and many of the opponents
 21 of the Bolz corridor said, "Well, let's let these be
 22 built." It has taken a court order for the Village
 23 of Carpentersville's Fire Department to build a west
 24 side fire station in Dundee Township. And the last

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1 school referenda had failed, which included new west
 2 side facilities, and now some of the bridge
 3 opponents are talking about defeating the west side
 4 recreation center as part of the Dundee Township
 5 Park District referendum. Therefore, that rhetoric
 6 which was given last fall has been disproven to the
 7 point where we truly need better transportation and
 8 access for local traffic in addition to regional
 9 traffic which Bolz Road would bring.

10 Finally, and just as important, the
 11 Village of Algonquin has set aside up to 40 acres of
 12 right-of-way for the Bolz Road corridor. This 40
 13 acres of right-of-way will not have to be purchased
 14 by Kane County. It's a savings to taxpayers
 15 estimated at \$3.2 million, and those are
 16 conservative estimates, which have been validated by
 17 Algonquin's village engineer. This makes the
 18 Bolz Road corridor even less expensive than the \$55
 19 million price tag, which has been set in the
 20 environmental impact study. And to my knowledge,
 21 those savings have not been factored into the Kane
 22 County EIS. I have formally requested those savings
 23 be implemented, and I hope the County Board will
 24 take those into account in showing that in

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1 comparison to other bridge corridors the Bolz Road
 2 Bridge and transportation corridor is by far the
 3 best and most effective way, long-term
 4 transportation solution for northern Kane County.

5 I respectfully ask the Kane County
 6 Board to approve Bolz Road and approve funding to
 7 begin as soon as possible in order to prepare a
 8 proposal for the 2002 Federal Transportation bill.
 9 I ask this, once again, as an individual and
 10 constituent in Kane County, as well as an elected
 11 official for all of the residents in the Village of
 12 Algonquin currently at 21,000 residents. I thank
 13 you for your time. My number is in the phone book
 14 if anyone wishes to speak with me on this, and once
 15 again I thank you.

16 * * *

17 MR. BOYLES: My name is Ralph Boyles. I
 18 live at 99 Birch Street, Carpentersville, Illinois,
 19 60110. From what I understand and from the
 20 information that I have been given, either in like
 21 the presentation today or newspaper articles, we
 22 need the bridge. We need it near us. I believe
 23 there possibly will be fewer people affected. I
 24 would hope that the people handling it would give

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1 those affected a fair price that I think they are
 2 entitled to. But I do think that we have to realize
 3 that the houses have been built. There needs to be
 4 means of transportation for those people to get back
 5 and forth either to work, to play, whatever.

6 It appears as there is fewer people
 7 going to be affected in this Bolz Road corridor than
 8 there would be in a number of other places. From
 9 the standpoint of voting, if I was to vote today, as
 10 I am saying, I would be for the bridge, I would like
 11 to see it progress in a timely fashion.

12 The people that are opposing it at
 13 times bother me because if they live out here they
 14 should keep in mind that the people that lived here
 15 before them also opposed a lot of the building that
 16 went on and the same house that they may be living
 17 in. So we have to consider the fact that this is a
 18 natural feeling and that I think we have to take it
 19 into consideration and build these bridges so that
 20 the flow of traffic and the ease of getting to and
 21 fro from work is not a burden.

22 As an example, environmentally looking
 23 at it, we say we shouldn't run lawn mowers in ozone
 24 high days, whatever they call it. Yet, we object to

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1 a bridge that's going to eliminate cars stopping and
 2 standing and idling for hours every night and every
 3 evening or every morning and every night. We need
 4 to eliminate that. If people are so concerned about
 5 the environmental, why the bridge needs to go in.
 6 * * *

7 MR. ZARBOCK: My name is Howard Zarbock. I
 8 live on Angelina Place Road in Dundee Township, not
 9 Algonquin.

10 MS. BETTERTON: It's the corner of Angelina
 11 and Bolz.

12 MR. ZARBOCK: At the corner of Angelina and
 13 Bolz. And I hereby say I'm against this bridge, and
 14 I have no use for it. Algonquin will only benefit
 15 from it, not Kane County or the residents in our
 16 section.

17 MS. BETTERTON: It will ruin what you see.
 18 What about your view? What about where you live? I
 19 mean environmentally, what about your property?

20 MR. ZARBOCK: Well, we have got the birds
 21 there.

22 MS. ZARBOCK: And endangered species.

23 MS. BETTERTON: How long have you lived
 24 there?

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1 MR. ZARBOCK: I have lived there 50 years,
 2 but my wife has lived there all her life.

3 MS. BETTERTON: And she is 78.

4 MR. ZARBOCK: She was born and raised in
 5 the old house. The new house was built in 1967.
 6 But we tore down the old house then. It was all
 7 right to build back in '67. Now all of a sudden we
 8 can't build nothing there anymore because the County
 9 says it's flood plain. We have never had a flood
 10 there.

11 MS. BETTERTON: We would like to --
 12 Wouldn't you like to tell them that another site
 13 would be better?

14 MR. ZARBOCK: Oh, definitely. Another site
 15 would be better.

16 MS. BETTERTON: Like to relook at the --

17 MS. ZARBOCK: Lake Marian.

18 MS. BETTERTON: Lake Marian.

19 MR. ZARBOCK: Lake Marian.

20 MS. BETTERTON: And County Road corridor
 21 again.

22 MR. ZARBOCK: But that's all political. So
 23 is this political. That's a lot of boloney.

24 MS. BETTERTON: They need to hear it

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1 anyway. What do you want to say?

2 MR. ZARBOCK: Get in here and sit down.

3 You can say it better than I can.

4 MS. ZARBOCK: We don't feel it's going to
 5 do the job that it's supposed to do because we have
 6 watched the traffic patterns.

7 MS. BETTERTON: Shouldn't Algonquin take on
 8 more the responsibility?

9 MR. ZARBOCK: Definitely.

10 MS. ZARBOCK: The fact that they are going
 11 to give up so much and pushing so hard to make sure
 12 that it goes through would indicate to us that they
 13 have more to gain than Kane County.

14 Jump in. He's in the same situation.

15 MR. SMITH: Donald Smith, 116 King Williams
 16 Street, East Dundee, Illinois. I have been involved
 17 in East Dundee living and with business there for 50
 18 years. I feel that we are doing nothing but
 19 subsidizing McHenry County's -- solution to McHenry
 20 County's traffic problems. We have alternates that
 21 could very easily -- They have the right-of-way in
 22 Algonquin. At this point to put the bridge, to
 23 double-deck the existing bridge in Algonquin it
 24 would disrupt very few businesses. I don't think

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1 the cost would be any greater. They have no
 2 right-of-way to acquire, they already have the
 3 right-of-way. They would probably disturb three or
 4 four different businesses. Most of them are taverns
 5 or service stations.

6 MS. ZARBOCK: That gentleman said they are
 7 going to buy those taverns anyway.

8 MR. SMITH: Are they?

9 MS. ZARBOCK: Yes.

10 MR. SMITH: I feel that there is alternate
 11 solutions. There is two alternate solutions. You
 12 have a tollway south of Elgin that can handle
 13 anything coming eastbound or westbound, whichever
 14 way you are going, and use a Randall Road exit, put
 15 another crossing on the Fox River, use it -- not a
 16 toll road. Use it as a free exit for people that
 17 live in that area. They say you might have to
 18 change the state legislature. Why don't we change
 19 it then.

20 MR. ZARBOCK: Yes.

21 MR. SMITH: Randall Road is four lane now
 22 all the way -- will ultimately be within two years
 23 all the way to Crystal Lake. There is going to be
 24 so much developed out here that I can notice it now,

1 and I think these people can notice it. My eyes
 2 burn all the time like we are in the Los Angeles
 3 basin, and you can't tell me that adding another
 4 25,000 cars a day is going to ease the situation.
 5 I have grandchildren and I have other
 6 people that have grandchildren that are suffering
 7 from asthma. It was unheard of in my day, believe
 8 me. And it's not -- They said it's a health issue.
 9 It's a health issue for Algonquin so those people
 10 don't suffer from high blood pressure for being in
 11 their own traffic jams --
 12 MS. ZARBOCH: We are immune to it.
 13 MR. SMITH: -- that they have created.
 14 MS. BETTERTON: And also why don't the
 15 villages assume more the responsibility for these
 16 things that impact the rest of the already
 17 established community, why don't they think before
 18 saying, "Yes. Let's build 800 more homes." Where
 19 do they think this traffic is going to go in the
 20 first place? So, again, I mean that's water under
 21 the bridge at this point; but let's put the
 22 responsibility back on the cities that allow the
 23 growth to take place in the first place. I'm not
 24 saying that the other cities don't have growth, but

1 MS. ZARBOCH: All their lives.
 2 MS. BETTERTON: A lifetime. Prior to that,
 3 my mother's family has owned that land for 110 years
 4 or so. So it's easier to move those people out than
 5 to move businesses that have only been there three
 6 or four years or these brand-new homes that have
 7 only been there two years. Why is it easier that
 8 way? As far as we are concerned, it is not. It
 9 hurts us. And we want people to know that.
 10 MS. ZARBOCH: We did not buy the land for
 11 speculation. We purchased -- My dad purchased it
 12 because he wanted to raise his family there.
 13 MR. SMITH: That's right.
 14 MS. ZARBOCH: I raised my family there.
 15 It's peaceful. It's quiet.
 16 MS. BETTERTON: It's beautiful. It's the
 17 Fox River. It's beautiful. They are going to ruin
 18 that.
 19 MS. ZARBOCH: It's one of the very few
 20 spots on the Fox River that is quiet and serene.
 21 Why not preserve it?
 22 MS. BETTERTON: Put it on existing road.
 23 Why uproot? Why ruin something else that they don't
 24 have to do?

1 the huge impact we all know is north of
 2 Carpentersville. Carpentersville has taken the
 3 burden of the traffic problems going through
 4 residential. A lot of the higher economic
 5 communities make sure that traffic patterns don't go
 6 through their neighborhoods but Carpentersville
 7 doesn't have that luxury, unfortunately. Traffic
 8 goes through their neighborhoods. So can't they
 9 relook at establishing Bolz Road into an existing
 10 facility? There are existing facilities that they
 11 have negated at this point.
 12 MS. ZARBOCH: To wit, the Lake Marian Road.
 13 MS. BETTERTON: Lake Marian Road.
 14 MR. SMITH: We don't even need it in
 15 Carpentersville. Put it up in McHenry County.
 16 MS. BETTERTON: Where is McHenry County?
 17 How come they are not included in this map and these
 18 bridges? They have the biggest amount of people
 19 coming through all these other towns to get back
 20 home. Where is their -- Why is their city not on
 21 these maps? I don't understand that. And we want
 22 to know why it's not there. So we are -- It's
 23 easier to move people out that have been there
 24 for --

1 MS. ZARBOCH: I mean they are talking about
 2 quality of life for new people?
 3 MR. SMITH: We'll deprive ourselves.
 4 MS. BETTERTON: What happened to open
 5 space?
 6 MS. ZARBOCH: Quality of life for us
 7 doesn't count?
 8 MR. SMITH: If I may.
 9 MS. BETTERTON: Go ahead.
 10 MR. SMITH: The people in Dundee Township
 11 two years ago, two or three years ago, voted in the
 12 referendum to provide \$18 million for the
 13 acquisition of open space and the preservation of
 14 open space. Now they want to blacktop and pave five
 15 miles.
 16 MS. BETTERTON: And bring in 30,000 cars
 17 every day.
 18 MR. SMITH: And bring in 30,000 cars.
 19 MS. BETTERTON: What happened to open
 20 space?
 21 MR. SMITH: To stimulate the development,
 22 future development. Most of that development is
 23 going to end up in McHenry County. Most of your
 24 commercial development will be in the McHenry County

1 portion of Algonquin you can bet.
 2 MS. ZARBOCH: It so states it on --
 3 MR. SMITH: That's right. And I have lived
 4 in Kane and Cook county all my life, mostly in Kane
 5 County. And I have never seen Cook County, Lake
 6 County, anybody, come to the rescue for Kane
 7 County's dilemma, to rescue them like we are
 8 supposed to do in Algonquin. That's exactly what
 9 they are asking us to do.
 10 MS. BETTERTON: Anything else?
 11 MS. ZARBOCH: No. My biggest point is that
 12 I don't feel I have to disrupt my life from a home
 13 that I hope to stay there all my life.
 14 MR. SMITH: That's right.
 15 * * *
 16 MR. PETZEL: Geoff Petzel, 1631 Ravine
 17 Lane, Carpentersville. I was reading over the
 18 Environmental Impact Statement about five minutes
 19 ago, and I was reading that it said that there is
 20 not going to be any adverse effects on wildlife.
 21 All it said is that it will be a site problem
 22 because now you have a big bridge going through a
 23 nice area. And the problem with that is two things.
 24 One, it will affect the wildlife. And two, it's

1 obviously, we are going to be affecting their
 2 habitat and we are threatening them.
 3 Now, another thing that we haven't
 4 mentioned is the part about the plant life. Now, I
 5 could have experts come out if necessary. I know
 6 many people have done research out there and have
 7 documented the plant species out there. There is at
 8 least -- On a floral guide there at least three
 9 species that are rated a ten. You can't get any
 10 higher than that. There is two plants that I know
 11 of in that area that are rare, and there is another
 12 one that's uncommon and is a very high quality
 13 plant. Now, what we are doing is we are taking away
 14 some high quality things out of this preserve and
 15 that is just not acceptable.
 16 Bolz Road is not going to benefit the
 17 public if you are taking away these natural
 18 features. There is no way you can do that. Yes, it
 19 might relieve some traffic for our immediate area,
 20 the Carpentersville Bridge, the Dundee Bridge and,
 21 of course, for Algonquin. But how can you affect
 22 the wildlife in the area if you are just benefiting
 23 traffic, you can't. Like I said, it's shooting
 24 yourself in the foot. Thank you.

1 probably the most beautiful view in the area. You
 2 have Algonquin Shores and you have Fox River Shores
 3 Forest Preserve. In both spots you don't have to
 4 put up with any noise. You don't have to put up
 5 with a bridge. You don't have to put up with the
 6 roads. All you have is the bike path. If you get
 7 near the river on the other side, there is a
 8 beautiful view of the Bruner property. You have Oak
 9 Savannah that it's going to go right through. I
 10 mean you are ruining one of the best views in the
 11 County. I don't know how you can do that. That's
 12 like shooting yourself in the foot because when the
 13 County Board is in charge of the forest preserves
 14 and transportation, they are ruining the forest
 15 preserve to benefit transportation. It doesn't make
 16 any sense.
 17 Now, wildlife, how could you say that
 18 having a bridge that produces that much noise is not
 19 going to affect wildlife? There have been numerous
 20 reports that say roads are bad for wildlife.
 21 Wildlife won't cross roads unless it's common
 22 animals like raccoons or something but that doesn't
 23 matter. But if we are talking about, you know,
 24 endangered birds or any type of animal that is rare,

1 * * *
 2 MS. JENDRUCZEK: James and Donna Jendruczek
 3 family, 2 Autumn Trail, Barrington Hills, Illinois.
 4 Well, I have been very disappointed because the
 5 people whose land is taken haven't heard anything or
 6 haven't gotten any kind of other information in
 7 reference to when this is going to happen. I would
 8 like to know when the hearings are, and I would like
 9 to know what's going to happen to the people. What
 10 is going to happen to us? When are these hearings?
 11 When will we know? We have already had eight years
 12 of listening to public general meetings, and I'm
 13 disappointed that we can't get any substantial
 14 information other than maybes.
 15 * * *
 16 MR. FISER: Jim Fiser, 235 Butte Lane,
 17 Carpentersville. I wrote this article and I would
 18 like that brought up if I could, if you want to copy
 19 it. I want it back. "The Voters Said No."
 20 "Concerning the Article in the Daily
 21 Herald: 'Carpentersville's Bridge up for Vote
 22 Again,' the majority of the people in
 23 Carpentersville voted for the trustees to represent
 24 them on issues that were important to them and the

1 community. When the referendum came up for vote,
2 the majority of the people voted against the Bolz
3 Road Bridge. Now some of the elected officials want
4 to change their vote in favor of the bridge. Why?
5 These same elected officials say that they want more
6 business in Carpentersville but at the same time
7 want to keep down the traffic on our aging roads.
8 It seems that a bypass would divert traffic away
9 from the established businesses and at the same time
10 discourage new business ventures in Carpentersville.
11 The people voted for more green space. The elected
12 officials want to put in more concrete, take away
13 homes, cut down trees and disrupt wildlife by
14 building this bridge. How will this decision help
15 our community? Jim Fiser, Carpentersville."

16 I'm an opponent of the bridge. I
17 don't want the bridge. I don't think it's going to
18 do Carpentersville any good whatsoever as you will
19 read in the article there. They were saying one of
20 the biggest Bolz Road boosters is the Algonquin
21 village board, which I can understand why. They
22 have got the traffic problems. As far as
23 Carpentersville, we don't have the traffic problem.
24 They view the bridge as a piece of the puzzle to

1 the cost. I don't know where the money is going to
2 come from because the costs are so high, and I don't
3 think Kane County can afford to build such a bridge.

4 I believe the traffic problem could be
5 resolved in other ways in treatment of existing
6 roads. Also, if Algonquin would build their own
7 bridge in McHenry County, that would relieve
8 probably 90 percent of what the congestion is on 62.
9 And then the Carpentersville residents even in the
10 new developments would disperse between the other
11 crossings, you know, Route 72 and I90 and the Main
12 Street Bridge. So I think it's Algonquin's problem
13 and it should not be put on the Kane County
14 taxpayers to relieve the congestion from 62. That's
15 basically what I want to say.

16 * * *

17 MS. SWIDERSKI: Joy Swiderski, 23 Fir
18 Street, Carpentersville. I don't want the bridge.
19 I don't see why we should pay for their problem. We
20 don't need any more traffic. It's going to affect
21 me and the price of my home and my livelihood. And
22 I don't see why they can't put one in Algonquin
23 somewhere or put a double-decker over this. They
24 have got them in other places, why couldn't they put

1 address massive traffic tie-ups at Route 62 and 31.
2 And Mr. Marc Avelar said that you can't make this
3 decision on emotion, you have to look at the facts.

4 Okay. Then in the other paragraph he
5 also admitted Algonquin is eyeing Bolz Road Bridge
6 as the key to developing a 1200-acres business park
7 southwest of Randall Road and County Line Road.
8 They are saying one thing, and then they are saying
9 another. I just feel that the elected officials, we
10 had a referendum, it was not binding; but I feel
11 that the elected officials should do their part in
12 representing the community that elected them. And
13 the people voted it down. They didn't want it. And
14 I just think it's going to be just more concrete and
15 more of a mess for Carpentersville basically. So
16 that's about all I have got to say.

17 * * *

18 MS. JACOBY: Diane Jacoby, 26 Hickory
19 Drive, Carpentersville. I'm opposed to the proposed
20 Bolz Road Bridge mainly because of the displacement
21 of citizens, destruction of wildlife and a very
22 scenic area that we have in our community. It will
23 also move or displace parts of Hickory Hills Park,
24 which is in District 220 I believe it is. And also

1 one here? And I just plain simply don't want it.
2 It's not our baby and we shouldn't have to pay for
3 it. Okay.

4 * * *

5 MR. GANEK: Bill Ganek, I'm village manager
6 with the Village of Algonquin. The village has been
7 on record supporting the Bolz Road Bridge. After
8 reviewing the impact study, we feel that it is the
9 most logical, the most cost effective, and most
10 environmentally sound solution of all the bridges
11 studied. This is not recommended by the village to
12 solve existing problems as much as prevent problems
13 from getting worse.

14 The Village of Algonquin has taken its
15 share of solving traffic problems at 31 and 62 with
16 the development of the western bypass, which will
17 triple the amount of traffic that can go through
18 that intersection, which would be equivalent of
19 adding a couple more lanes on the bridge. So the
20 idea of solving traffic problems in Algonquin is
21 being addressed and is being done through the
22 recommendation of McHenry County Highway Department,
23 McHenry County Board, with the development of the
24 western bypass. The Village of Algonquin does not

1 accept that improvement without some costs. There
2 are buildings that will be lost with the development
3 of the western bypass. So the Village of Algonquin
4 is doing its share and then some to solve a regional
5 problem. We also feel that with the growth in
6 Algonquin, Carpentersville, Huntley, the Dundees, as
7 well as portions of McHenry County, that a bridge is
8 needed and the Bolz Road location is the logical
9 choice.

10 Another suggestion would be that it
11 was expressed that Kane County with the \$9 million
12 from the federal government would not be enough to
13 build one bridge let alone two. A suggestion would
14 be that they use that \$9 million from the federal
15 government to at least design, do the phase one
16 engineering and land acquisition for the top two
17 bridges, likely to be Bolz Road and the South Elgin
18 Bridge. In that way, the plans and the right-of-way
19 would be in place for two future bridges; and then
20 time can be spent from this point on in trying to
21 fund either or both of those bridges through federal
22 dollars or whatever sources we can develop. Okay.

23 * * *

24 MR. ROPINSKI: My name is Peter Ropinski,

1 village. This is going to harm it. It doesn't do
2 any good for our parks. It doesn't do any good for
3 our traffic congestion. It doesn't do any good for
4 our children. All it is going to do is make it
5 easier for Algonquin to develop, and I don't know
6 anybody from Carpentersville who says they want it.
7 Thank you.

8 * * *

9 MR. CIOCHON: Thaddeus Ciochon. I live at
10 37 W 380 Mason Road, Elgin, Illinois. I think that
11 the bridge should be built to benefit more people in
12 Kane County than splitting it between Kane County
13 and McHenry County. I think we need easement of
14 traffic not only on Route 62 but also on Route 72,
15 which is in Kane County. I think the people should
16 work on relieving our traffic in Kane County and not
17 worry about McHenry County. Thank you very much.

18 * * *

19 MR. JACOBY: My name is Robert Jacoby. I
20 live at 26 Hickory Drive, Carpentersville, Illinois.
21 I'm a trustee of the Village of Carpentersville, and
22 I represent all the people of Carpentersville. We
23 had an election where the people had a right to vote
24 for or against, and the residents of Carpentersville

1 610 Wendt Avenue, East Dundee. I'm in favor of the
2 bridge. I'm not too much in favor of the bridge
3 crossing where it's at. I think the bridge should
4 cross the river on the Kane County and McHenry
5 county line because it would be a better access for
6 everybody to go there, and another bridge put down
7 at the end of Route 25 at Hagers Bend, across the
8 river, and join up with Route 31, Virginia Road, so
9 the people can get to Crystal Lake and the places in
10 the northwest suburbs in McHenry. And I would like
11 to see McHenry and Kane County split the bill on a
12 County Line Road extension all the way out to
13 Randall Road up to the high school which would help.
14 I'm not against the Bolz Road Bridge. I mean that
15 would help, too. But I think the bridge should be
16 on the County Line Road.

17 * * *

18 MR. YUNKER: Lynn Yunker, 109 Golfview
19 Court, Carpentersville. I feel that this bridge is
20 going to benefit the people from Algonquin so I
21 really feel that they should move it out to
22 Lake-Cook Road to the Algonquin area. The Village
23 of Carpentersville has worked very hard to start
24 changing things and make things better in our

1 were almost two to one against the bridge. I am
2 against the bridge for that reason plus for the
3 environmental impact that it's going to have on the
4 wildlife as well as the surrounding communities, the
5 plants, the habitat, everything connected with it,
6 so that's basically it.

7 * * *

8 MS. KINGSBURY: Michelle Kingsbury,
9 17 N 710 Adams Drive, West Dundee. I don't want
10 this. I will take a small bridge. I don't want the
11 highway. It's going to disrupt my life. I'm going
12 to smell pollution. I'm going to hear traffic. You
13 are going to incur increased population growth.
14 Algonquin is going to benefit for it most. So if
15 Algonquin is going to benefit for it the most, have
16 McHenry pay for it. I don't want my tax dollars pay
17 for it.

18 Also, if you build it, they will come.
19 And they already have major plans for economic
20 expansion. We would be much better off using
21 existing areas like Frontage Road along 90 where it
22 wouldn't cost so much or a couple small community
23 bridges, which Don Rage supports. And I don't know
24 why he's pushing this. Of course, it's not in his

1 back yard, so -- I'm going to live a mile from it.
2 And I don't want to particularly live next to
3 Route 53, which is this is going to be. And they
4 should call at Bolz Highway. It's not Bolz Road,
5 it's Bolz Highway, call it what it is.

6 * * *

7 MR. HUFF: My name is David, last name is
8 Huff. The address is 18 N 301 Sawyer Road. It's
9 Dundee, 60118. My comment would be regarding the
10 Bolz Road Bridge project that instead of helping
11 traffic it's going to exacerbate the traffic
12 situation. It is simply like the little Dutch boy
13 who stuck his finger in a dike. When he pulls the
14 finger out, the water is going to flow all over the
15 place. That's a function of the roadway. That's
16 also a function of the kind of development that is
17 going on out there. There will be a severe economic
18 impact on Hauser that is adjacent to this project.

19 And it's been my own personal
20 experience that the property values will drop
21 anywhere from 15 to 20 percent. Since this is such
22 a large portion of most people's income, estate and
23 financial picture, it has a very adverse impact on
24 it. And more studies should be done regarding that.

1 connection with this project at all, whether they
2 own land, housing, have partners or family who do
3 who would profit by this acquisition. That's a big
4 question on my part.

5 The problem that was stated in today's
6 Daily Herald, and today is the 22nd of July, 1998,
7 was that Algonquin now has announced that they want
8 to develop an industrial park on a 1200-acre site;
9 and they are looking for this road to service that
10 area. And I think that that pretty much focuses
11 kind of a selfish outlook from Algonquin whose
12 village officials have done more than their fair
13 share to create and generate all the traffic that we
14 have in this area. I do not think that it's right
15 and proper that a road be built just to accommodate
16 that.

17 I wanted to add one other comment and
18 this would be directed both at IDOT, it would be
19 directed to the Kane County Division of
20 Transportation, and would be directed to the people
21 who are running this bridge study who have
22 undertaken this work. And the comment is this: To
23 not look at the economic impact that this is having
24 on existing residents in the area as well as the

1 More studies should be done on the roadway itself
2 from an engineering standpoint of how to minimize
3 and how to lessen that impact.

4 My other concern is that the township
5 residents that voted on this Bolz Road issue, they
6 voted it down. It is apparent that the majority of
7 the people do not want this in their area. And I
8 don't think that it's a job of the government to do
9 something that the majority of the people do not
10 want it to do. So it deals, in effect, with a
11 representative kind of government. Whether
12 representatives will listen to us or if they are
13 going to choose to go ahead and do something. There
14 are other alternative plans that are on the table
15 for this project that more than address some of the
16 issues connected with the traffic, but the most
17 basic thing would be to stop some of the development
18 that's going on, at least take a look at the density
19 of the housing that's going in, and ask some
20 questions about that.

21 I would also question and would like
22 answered in writing whether or not any of the
23 officers who serve in county government, any of the
24 elected officials, have any sort of a financial

1 quality of life impact that it's having on residents
2 of this area and will have on residents of this area
3 is an abomination. And how you can do truthfully a
4 study and not take that into account is beyond my
5 imagination.

6 * * *

7 MS. SCALFARO: My name is Margaret
8 Scalfaro. Address is 975 Chippewa Circle,
9 Carpentersville, Illinois. In going over the
10 Environmental Impact Study, I was surprised that
11 there was a section that said that Bolz Road wasn't
12 controversial because we have had many meetings and
13 a lot of the citizens came out to express their
14 displeasure with the idea over and over again. So
15 it's been a matter of record. And I did bring a
16 number of newspaper articles that were written on
17 this subject. (See attached.)

18 On several occasions the citizens
19 addressed the Carpentersville board on this issue
20 and it was overwhelmingly negative from the
21 citizens. And on two occasions the Board voted to
22 oppose the plan. The one meeting was on July 15th
23 of '97. And the second time they voted to oppose it
24 was on November 18th in '97. And I didn't find that

1 anywhere in the statement. I think it's important.
2 But somewhere near the back of the statement it says
3 Carpentersville supports the Bolz Road Bridge. So I
4 think that's a gross inaccuracy.

5 I have another article I would like to
6 include from a McHenry County paper. (See
7 attached.) McHenry County is pushing for the Bolz
8 Road Bridge in Kane County because it would shift a
9 lot of their traffic problems into Kane County. And
10 because that highway runs two blocks from my house,
11 I really don't want to see that happen. I don't
12 want to see all the traffic generated north in
13 McHenry County being routed past Route 66 and down
14 through my neighborhood. It doesn't make sense and
15 it isn't good for my neighbors or me.

16 Also, I am very concerned about the
17 park in our neighborhood because it would be wiped
18 out if this highway went through. And it's the only
19 place in the neighborhood that the children really
20 have to play as far as a park. And it's a beautiful
21 park, and we all walk out there. There is a lot of
22 beautiful natural things out there. And I think to
23 deprive a residential area from a sanctuary like
24 that would be a very bad thing. We just don't have

1 MS. STAPLES: It's Mike and Elaine
2 Staples, 1500 Richmond Lane, Algonquin. Our
3 concerns are, first of all, how this is going to be
4 funded. I mean it's a \$60 million project, but they
5 are only getting \$9 million federal. So we really
6 can't -- All these new homeowners can't afford more
7 in their taxes.

8 Second thing is they are putting this
9 road right through the middle of two subdivisions
10 full of children, small children. And if they put a
11 50, a 40 mile out there, which is going to be 50,
12 and everybody can cut through our subdivisions, I
13 don't feel people are really going to take the time
14 to slow down for the small kids. I just don't think
15 it's a good place for it back there in the center of
16 two big subdivisions like that. The funding and the
17 location are not a good thing.

18 * * *

19 MS. EMERSON: We are Ed and Sarah Emerson.
20 That's 7 Hickory Drive in Carpentersville.
21 Basically I have lived there for 43 years. It was
22 my parents' house, and I bought it when they
23 retired. So I'm a long-term resident of
24 Carpentersville. And in my opinion, the Bolz Road

1 anything else. And there isn't anyplace elsewhere
2 where something of that nature could be put in there
3 for us. Okay.

4 * * *

5 MR. KINGSBURY: I'm Bill Kingsbury, and I
6 live at 17 N 710 Adams Drive in Dundee. And I'm
7 against it, Bolz Road anyway. I think if you are
8 going to relieve the congestion in Algonquin I think
9 the road should be in Algonquin, not in the poorer
10 half of Kane County, the people whom can't really
11 fight it. So that's basically all I have to say.

12 * * *

13 MS. ZORDANI: Teckla Zordani, 19 N 056
14 Angelina Place, Algonquin, 60102. And I think I
15 have been there since '53. And now all of a sudden
16 they are trying to push me out. My old age, I think
17 it's rotten. I think they are playing dirty pool.
18 And I don't know where I will be going. There is
19 the egrets there. There is the deer there. There
20 is the birds, they are gorgeous. They say it's a
21 flood plain. I have not been flooded, knock on my
22 head. That's about all I can think of right now.
23 That's about all I can think of right now.

24 * * *

1 Bridge is not at all to benefit Carpentersville. It
2 is strictly to benefit the people of Algonquin.
3 They are trying to push their problem off on us. I
4 think it's a very bad place to put a bridge. If
5 they wanted a bridge to benefit Carpentersville,
6 they should extend Lake Marian across the river
7 because that's more centrally located in the town.

8 MS. EMERSON: Sarah Emerson. And I agree,
9 I think Bolz Road is the worst thing they could do.
10 I do not think tearing good homes down to put in a
11 bridge is right. Lake Marian has nothing between
12 where it ends and crossing the river to go over the
13 Miller Road. To me it would be less hassle. They
14 wouldn't have to separate families from homes they
15 have probably been in for years. And I think it
16 would do more for Carpentersville to be there. But
17 it looks like Lake Marian has been abandoned, which
18 I think was wrong. I am totally against Bolz Road.
19 It just seems like it's going to be too disruptive
20 to be any good.

21 MR. EMERSON: Yes. It's just going to
22 bring a lot of traffic through Carpentersville not
23 going to Carpentersville. It's going out beyond.
24 As far as the congestion in Algonquin, it's not

1 going to help anyway because the majority of the
2 traffic coming down 62 turns to go north on 31.
3 They are still going to -- When they go across at
4 Bolz Road, they are still going to turn to go north
5 on 31 and go right through the middle of Algonquin.
6 Instead of having 62 all congested, they are going
7 to have 31 congested. And that's congested enough
8 as it is. It doesn't need to be any worse.

9 MS. EMERSON: And there is no way they can
10 widen 31 any more.

11 * * *

12 MS. HARNEY: I'm Sue Harney. I live at
13 1218 Timber Drive in Sleepy Hollow. I'm a private
14 citizen for this particular issue. This bridge
15 highway corridor subverts the Kane County 2020 land
16 use plan and will significantly increase the
17 congestion that is paralyzing this area now. We
18 can't afford this corridor, and it will take a
19 decade or more to get it built. And when we get
20 our 98 -- That's when we get our 98 percent local
21 cost share. When the referendum, the 3,126 people
22 voted against this bridge last November, they were
23 being promised 80 percent of federal cost share,
24 that is now down to less than 1 or 2 percent. There

1 its 2020 plan have identified as being worthy of
2 preservation. You can't indicate that you wish to
3 preserve on one hand and then do things to increase
4 development on the other hand. They are at cross
5 purposes. It just will not work. I suggest further
6 studies into alternative methods of transportation,
7 channeling growth in areas that already have the
8 infrastructure to serve it or that can be reasonably
9 developed in the future with a minimum impact to the
10 environment.

11 * * *

12 MR. SCHADEN: Ray Schaden. I live at
13 29 Pine Street, Carpentersville, Illinois, since
14 1955. I am concerned about the amount of traffic on
15 Route 25, that it will increase. I'm told that it
16 won't increase. I can't believe that it won't. The
17 volume of expectations in 10, 20 years, the growth
18 of the area, there is no way that the traffic won't
19 be more than less. I am concerned about the homes
20 along Route 25 and Bolz Road on both sides with the
21 pollution that will be created with the more
22 traffic. I'm also concerned about the amount of
23 noise with diesel driving up and down Route 25 with
24 the tractors and trailers.

1 is a little over \$9 million has been set aside for
2 this, and this is for all the bridges in Kane
3 County. And the Bolz Highway corridor bridge
4 to \$60 million depending on which figures that you
5 read. We simply cannot afford this bridge. And we
6 can't afford the amount of money that we will have
7 to raise locally to build it. We need relief now.
8 And we need to do that by widening our local roads
9 and looking to local solutions. We need to look at
10 more mass transit solutions because of the
11 increasing density of the people living in this
12 area. We need to plan a bridge that meets our needs
13 and not federal interstate highway funding
14 guidelines. The Board needs to listen to the 3,126
15 voters who said no in November of 1997. We do not
16 want to build the Bolz Highway corridor.

17 * * *

18 MS. GLEN: My name is Pat Glen,
19 36 W 357 Oak Hill Drive in unincorporated Dundee
20 Township. I'm here to once again look over all of
21 the proposals for another bridge crossing the Fox
22 River. And without a doubt, there is not one that
23 will do anything to prevent overdevelopment of the
24 western agricultural areas that the Kane County in

1 The anticipated amounts of money that
2 they say they are going to spend for this bridge is
3 going to be significantly more than less. I feel
4 that the people are going to be a little disturbed
5 about the noise, and they will push for a wall along
6 that corridor on Route 25 like they have elsewhere
7 on the interstates, and that's going to jack up some
8 more amount of money. That's all I have got to say.

9 * * *

10 MS. LAUER: It's Paula Lauer, 619 Hillcrest
11 Court, West Dundee, 60118. I have submitted a
12 written opinion against the Bolz Road highway and
13 bridge. However, I want to also stress my agreement
14 with other materials that have been submitted to the
15 County, particularly a very detailed and
16 comprehensive response document by Lee Barrett and a
17 detailed letter from Sue Harney. Both indicate very
18 clearly with support documentation that not only is
19 the EIS still seriously flawed but that this project
20 will only add to and encourage more sprawl,
21 pollution, traffic, and other unsavory byproducts of
22 development. This is in direct contrast to the
23 goals and objectives of Kane County's 2020 land
24 resource management plan.

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1 This bridge may help McHenry County in
 2 Algonquin but not those of us who are paying for it.
 3 The majority of voters and the Village of
 4 Carpentersville has rejected this highway and bridge
 5 proposal. Why won't the elected officials listen?
 6 This project will dramatically degrade residential
 7 areas in Carpentersville and the quality of life in
 8 Dundee Township.
 9 Particular flaws that I noticed in the
 10 EIS was the fact that the referendum was not even
 11 mentioned. It states that Carpentersville supports
 12 the bridge when the Board defeated the plan and it
 13 was also overwhelmingly defeated in the referendum
 14 by 1,470 votes against to 715 votes in favor. The
 15 public comment that was given at numerous hearings
 16 was not a part of the record, and the environmental
 17 study done was woefully inadequate. It was
 18 conducted in February, a time when it would be very
 19 difficult to observe wildlife, particularly
 20 sensitive and endangered wildlife species. And it
 21 would be impossible to notice whether there are any
 22 rare or endangered plant species. That's it.
 23 * * *
 24 MS. OSADA: My name is Louise Osada. I

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1 live at 87 Edwards Avenue in West Dundee, Illinois.
 2 I actually am in favor of this bridge. It's not
 3 going to solve problems, it will alleviate some of
 4 the traffic. But because I and my husband and my
 5 children and my grandchildren have to have a place
 6 to live, it is spreading west. We aren't going
 7 to -- We will need more places to cross. The Bolz
 8 Road Bridge I'm in favor of because it probably
 9 impacts the fewest houses. It's laid out because it
 10 impacts the least people, there are the fewest
 11 houses here. It has been laid out where I
 12 understand Algonquin is acquiring more land. I
 13 didn't realize the corridor was this extensive. But
 14 you are bound to hit, you are going to hit wetlands,
 15 you are going to cross the river. It's going to
 16 have to be done. It will be probably the least
 17 offensive, let me put it that way, place to put it
 18 right here. Like I say, I'm not saying that it is
 19 going to stop the traffic or ease the traffic. It
 20 will alleviate it to a certain extent, but we really
 21 need every single one of these bridges that they are
 22 proposing.
 23 And some of the people have said,
 24 "Well, why don't we instead put a double-deck on the

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1 tollway or an extra lane for local traffic on the
 2 tollway." We could probably use that, too. They
 3 were talking about putting a double-deck on 62 in
 4 Algonquin. It's hard to do because there is kind of
 5 a narrow area right in town, but I think we could
 6 probably use a bridge for the north on the other
 7 side of Algonquin, too, as they had talked about.
 8 It's not just this town against another town, or
 9 it's going to be benefit Algonquin. It's going to
 10 benefit West Dundee. I live in West Dundee. The
 11 traffic on 72 going across that bridge is just
 12 amazing. You try walking across that bridge and
 13 seeing the trucks come towards you. We just rebuilt
 14 that. And if I canoe underneath that and one more
 15 brick falls on me from the new one, I'm going to
 16 really be upset. But it's the heaviness of the
 17 traffic.
 18 They are redoing the bridge over the
 19 Fox River on the tollway. So those trucks are
 20 getting off on both sides coming around on either 25
 21 or 31 and coming down 72 to get around the bridge.
 22 And if you don't think you don't notice that in our
 23 town, you are crazy. True, you know, if as long as
 24 we are in love with our cars and as long as we don't

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1 have public transportation that goes to the places
 2 that we need to go to our jobs, we are going to need
 3 roads.
 4 I know of a place, a city called,
 5 well, Virginia Beach, Virginia. They plan their
 6 roads, and they are heavily settled in Virginia
 7 Beach. It's a navy base, Norfolk, and everything.
 8 We have noticed them planning their four-lane side
 9 roads as they go along. They build, they have got a
 10 four-lane stub. We will come by in another year,
 11 that highway has gone through from one end to
 12 another. They planned it ahead of time. You have
 13 got to plan. There is no way of stopping people
 14 from building and wanting to live here and other
 15 places. And it's not that you work and live out
 16 here and work in the city, you don't have a
 17 destination to go to. You watch rush hour. People
 18 are coming out of Chicago to work in the suburbs and
 19 vice versa.
 20 * * *
 21 MR. HANS: My name is Dan Hans. Address is
 22 1470 Richmond in Algonquin. I want to go on record
 23 as being very opposed to the Bolz Road Bridge. We
 24 moved into the subdivision a year ago. We were

1 aware of the project. We purposely bought on the
 2 street away from the proposed roadway. We didn't
 3 want to back up to it. It doesn't mean we
 4 necessarily like the idea. We do not want to see
 5 the road go through. It will create a lot of extra
 6 traffic, a lot of noise, possible pollution issues.
 7 Along a heavily traveled road, I'm sure there will
 8 be a lot of businesses that will just spring up that
 9 will just add to the congestion. It also probably
 10 will lower property values. We bought a very
 11 expensive house as did everybody in the area, and we
 12 don't want to see those values go down. There is a
 13 lot of kids running around playing back there. We
 14 have to teach them to stay away from the road, but
 15 that doesn't mean accidents wouldn't happen.
 16 The intersection of Sleepy Hollow and
 17 Longmeadow Parkway, which is the extension of the
 18 Bolz Road Bridge, could very easily become a very
 19 busy intersection. When we finish our area, we may
 20 have a through street going through there which
 21 could possibly be a shortcut around there so we
 22 don't want to see those possibilities. That's about
 23 it. Don't like it, don't want it.
 24 Oh, one last thing is it was on the

1 STATE OF ILLINOIS)
 2 COUNTY OF DU PAGE) ss.
 3
 4
 5
 6

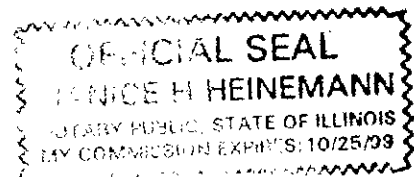
7 I, JANICE H. HEINEMANN, CSR, RMR, do
 8 hereby certify that I am a court reporter doing
 9 business in the State of Illinois, that I reported
 10 in shorthand the testimony given at the hearing of
 11 said cause, and that the foregoing is a true and
 12 correct transcript of my shorthand notes so taken as
 13 aforesaid.
 14
 15

16 *Janice H. Heinemann*
 17 Janice H. Heinemann, CSR, RMR

18 License No. 084-001391

1 advisory referendum or some sort of advisory ballot
 2 last fall. And it was voted down. So we are very
 3 confused as to why it's still an issue. Next
 4 election we will know who are the incumbents and
 5 with all our power they won't be in there anymore if
 6 this goes through because it doesn't seem that they
 7 are serving the public's needs. It may be possible
 8 that they didn't get a lot of people out voting, but
 9 the fact that it was voted down by those who did go
 10 to the ballots does show a cross-section of what the
 11 voters are thinking. That's it. Thank you.

12 * * *



had a narrow time why the property was advertised as a park in sales brochures as late as last October, but the company filed plans in 1994 with the village showing the area would be a retention area.

discuss the advertising with homeowners.

"I'm not happy, the company's not happy and the village is not happy with the way this had dragged on this year," he said.

Town sets record straight, opposes Bolz Road plan

BY MELISSA RAMSDELL
Daily Herald Staff Writer

Carpentersville officials took a stand Tuesday against Kane County's plan to make Bolz Road a four-lane highway.

A vocal group of neighbors waving "Stop Bolz Road" signs urged village officials to take action during Tuesday's village board meeting.

"We really need your support on this and we need to know where you stand," Carpentersville resident Billita Jacobsen said. "Someone needs to stick up for Carpentersville. Please vote to oppose this and vote on it tonight. Time is of the essence."

A few minutes later, she got her wish. Trustees passed a resolution stating they are opposed to the Bolz Road bridge proposal.

The vote was nearly unanimous. Village President Cheryl Callahan and Trustees Robert Jacoby, Carole Cardot, Jim Schuldt, Mark Boettger and Jim Brasel opposed the bridge.

Trustee Ed Regalado cast a "present" vote, meaning his vote would follow whatever the majority of the board decided.

Kane County officials have yet to vote on the Bolz Road proposal. They are still reviewing information in a recently completed environmental impact study.

That report contained a statement that said Carpentersville trustees officially support the project, although board members never took any action on the matter before Tuesday's vote.

"I think this will send a message," Jacobsen said. "This board is fantastic. They showed tonight that they listen to the people and they care about Carpentersville residents."

Carpentersville resident Margaret Scalfaro spoke against the bridge proposal.

"It is not wise to bring the noise, air pollution and congestion into an area where people live," she said. "Citizens who live on this path will have their homes taken from them."

If the bridge goes through, Scalfaro said, Dundee Township residents also will lose Hickory Hills Park.

"Why should Carpentersville get stuck with this new highway?" she asked. "The problem lies north, in McHenry County."

District 300 board faces

Daily Herald

Wednesday, July 16, 1997

girl told police she had fallen asleep. The attack occurred when the other girl went into the house and left Difiore, an acquaintance of the family, alone with the 17-year-old.

The girl awoke to find Difiore attacking her, pushed him off and ran inside to tell her family, said police. Difiore told a family member the encounter had been consensual. He was arrested later at his home.

The girl was taken to Sherman Hospital, where staff completed a sexual assault kit and her clothes were seized by police. Difiore was assigned a July 28 court date.

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U Works

- Brought long-time friend Wynton Marsalis to NIU for master class
- Chosen for DOWN BEAT's Jazz Educators Hall of Fame
- Worked with Clark Terry, Ellis Marsalis, and other jazz greats
- Featured on national television documentary

Carter
Professor
Music

now is the
to discover
University.
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and campus
information.

• Teaches
freshmen

Cabin

CONTINUED FROM PAGE 1

to give a finished look. It took a day to replace the which Marshall estimates will 30 to 40 years.

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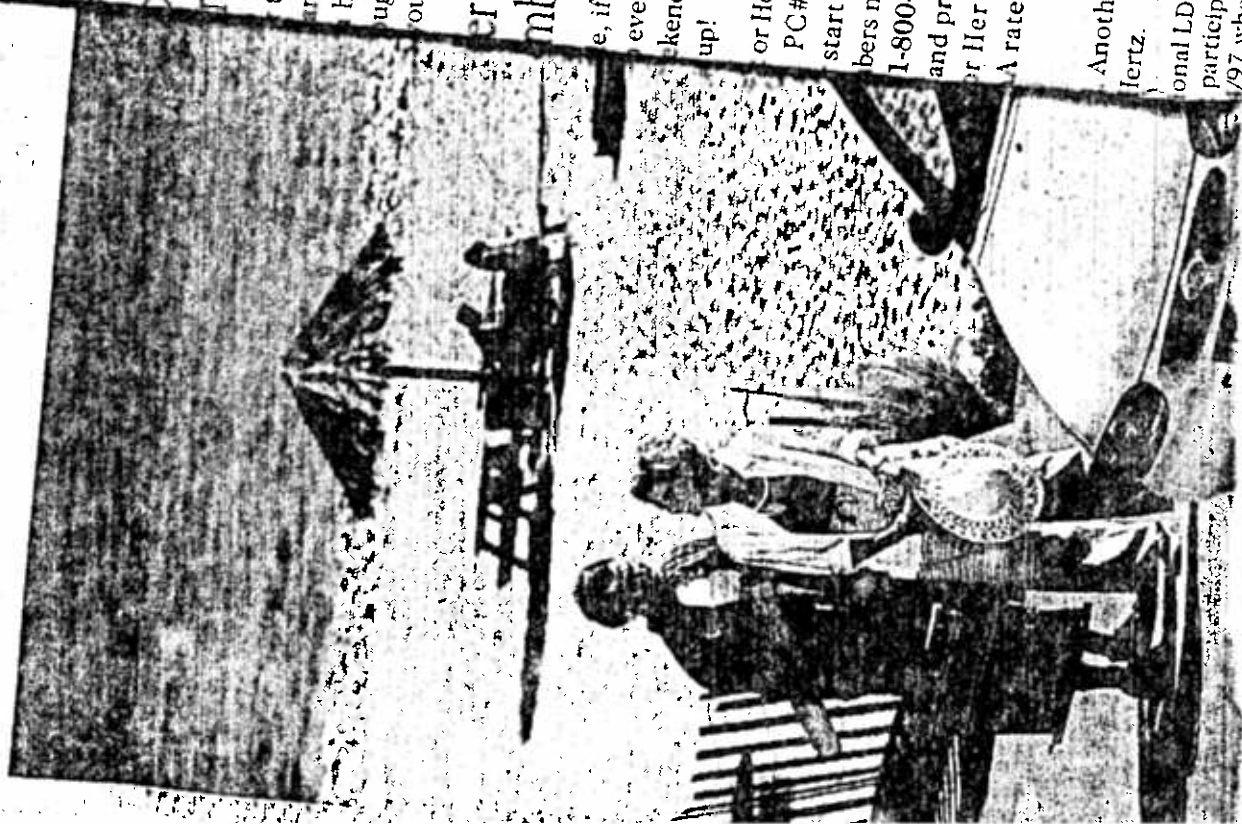
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or Hertz at 1-800-PC# 108500 to start your trip at members may also call 1-800-654-3080 and present your Hertz/AAA ID. A rates are no.

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Krysina Stibinski

CARPENTERSVILLE

Board votes down Bolz Road bridge

The Carpentersville Village Board voted 7-0 with one abstention Tuesday night to oppose a new Bolz Road bridge over the Fox River.

The Bolz Road bridge and corridor would run 5 miles from Illinois Highway 62 (Algonquin Road) west across the river to Huntley Road, according to opponents at the board meeting.

The long-discussed project would be intended to relieve congestion on the Illinois 62 bridge over the river.

Margaret Scalfaro, a Carpentersville resident, told the board before the vote that the proposed Bolz Road project would eliminate 25 to 30 homes in Carpentersville and run between a park and Hickory Hills School.

About 30 people came to the meeting to oppose the project, bearing signs and placards saying such things as "Stop Bolz Road Bridge."

Billita Jacobsen, another Carpentersville resident, said about 7,500 cars a day would be diverted to the Bolz Road bridge. The group said the project would encourage suburban sprawl.

After hearing from Scalfaro, the board voted against the proposed bridge with little discussion.

Kathleen Quirsfeld

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Trustees say no to Bolz bridge

By MELISSA RAMSDELL
Daily Herald Staff Writer

Carpentersville trustees voted Tuesday to officially oppose the Bolz Road bridge project.

The split decision, with a tally of 4-3, came after bridge opponents from the Citizen's Action Team urged village officials to take a stand on the issue during Tuesday's village board meeting.

Village President Cheryal Callahan, Trustee Robert Jacoby, Trustee Carole Cardot and Trustee Jim Schuldt all voted against the bridge, while trustees Mark Boettger, Ed Regalado and Jim Brasel supported the bridge.

Trustee Robert Jacoby said he felt it was important to respond to his constituents. Most Carpentersville residents voted against the bridge proposal during the Nov. 4 advisory referendum in Dundee Township.

"They are our bosses," Jacoby said. "They hired us."

Overall, township voters defeat-

MANAGER: Gruber may still go to ECC security post

Continued from Page 1

accepts the post. "He's not my choice, but I will support Mr. O'Donnell," Regalado said.

Still, Gruber won't go away empty-handed. Elgin Community College board members said their offer to hire Gruber as head of security at the college still

stands.

"The search committee and other people who interviewed him in the process were more than convinced he could do the job here," said ECC President Roy Flores.

Gruber was not available for comment Tuesday night.

The Carpentersville manager's position pays approximately

\$77,000 per year. The manager has the power to hire department heads, including the fire and police chiefs, oversees a \$23 million budget and more than 100 full-time employees.

Daily Herald Staff writer Brad Hahn contributed to this report.

ed the bridge referendum by a slim margin of 98 votes.

Kane County officials asked for the non-binding referendum so they could use the outcome as a guideline when making a final decision about where to build a new Fox River bridge later this year.

Trustee Ed Regalado said Tuesday's vote was a mistake. "After all the study, I still feel the community is going to need that bridge in the future," Regalado

said.

Bridge opponent Margaret Scalfaro said Tuesday's vote in Carpentersville, combined with the referendum's negative outcome, will send a stronger message to county officials.

"Every little bit helps," Scalfaro said. "This is just one more step in the right direction."

Tuesday was the second time Carpentersville trustees voted on the Bolz Road issue. They also opposed the project in July, then

took back their vote and tabled it until they could hear more facts from Kane County officials. They sponsored two public meetings this fall before the referendum.

If built, the \$45 million bridge would stretch across the north end of Carpentersville, connecting Boyer Road in the west to Route 62 on the eastern end. Supporters say the bridge will help ease congestion in Algonquin and on the growing west side of Dundee Township.

Trustees vote against plan for Bolz bridge

By Gloria Carr
STAFF WRITER

CARPENTERSVILLE — Village officials voted Tuesday night to oppose the Bolz Road bridge.

Bridge opponents asked the board to pass a resolution against the proposed 5-mile four-lane highway based on the results of the recent defeat of a nonbinding referendum.

"The voters recognized the harm that would be inflicted on them should this project be allowed to proceed," said Margaret Scalfaro, Precinct 9 Republican chairwoman.

"Do not betray their trust by turning your backs on them," she said.

Village trustees didn't pass a formal resolution but voted to support the project. Trustees Regalado, Mark Boettger and James Brasel voted to support the bridge.

Resident Mary Pryor scolded trustees who voted to support the bridge and said their support on the project would come up in the next election.

Scalfaro approached the board several months ago with the same request. At that time, the board voted not to endorse the bridge, but later rescinded the vote. Officials decided to hold public hearings. Dundee Township then placed the question on the ballot as a nonbinding referendum.

Lee Barrett, a precinct captain, presented the board with the results of that referendum, which showed Carpentersville precincts voted 1,470 to 715 against the bridge.

He said he felt the referendum pitted villages within the township against each other, since most of the support came from surrounding villages.

"It's a horrible precedent," said Barrett. He said having a townshipwide referendum on an issue that affected Carpentersville specifically was similar to Carpentersville making a decision for Sleepy Hollow about Sleepy Hollow Road. Sleepy Hollow is considering an ordinance to ban left turns from the northbound lane of the road onto Illinois 72.

Barrett later applauded the board's action.

"I think they took an admirable approach. I think it's always good if politicians do no harm," he said.

Village President Cheryl Callahan said she hopes Tuesday's vote sends a message to the county.

"I know we need a bridge, but I don't really care for that one," she said.

What effect the village board's action will have is uncertain.

Prior to the election, county officials said the results of the Nov. 3 election would affect the project.

Scalfaro said she felt Carpentersville's decision was important because the county's environmental impact study states the village is supportive. She said it was important to have that statement negated.

Further, if the village board and the electorate don't support a Bolz Road bridge, she believes the county will listen.

Carpentersville backs Bolz Road bridge foes

By Gloria Carr
STAFF WRITER

CARPENTERSVILLE — Foes of a proposal to build a bridge over the Fox River at Bolz Road received a boost when the village board voiced its own opposition Tuesday night.

"I'm so happy with this. The board is wonderful. They showed they care about the village," said

"I'm hoping Kane County does not pursue it (Bolz Road bridge) now that Carpentersville does not want it through their neighborhoods."

Carol Boyer,
Dundee Township resident

Billita Jacobsen, a member of the group fighting the proposed Citizen Action Team (CAT), a bridge site.

Kane County officials listed Bolz Road as one of five possible sites for a new bridge. The multi-million-dollar project would help reduce congestion on Illinois 31 and 62. County officials hope to narrow the number of proposed sites to two or three by the end of this year.

CAT member Margaret Scal-

❖ Turn to **BOLZ, A4**

A4 Wednesday, July 16, 1997 The Courier News

BOLZ

From page A1

faro said an environment impact study compiled this spring states "the corridor has little controversy" and "enjoys the support of the village of Carpentersville." Scalforo asked the board to vote on whether to support the project officially. Her request was reiterated by Jacobsen, who added, "Time is of the essence. We really need your support on this. Someone needs to stick up for Carpentersville."

Trustee Jim Schuldt introduced a motion to oppose construction of a Bolz Road bridge, and the board voted 6-0 in favor of the motion. About 30 CAT members, who carried red and white signs reading "Stop Bolz Road Bridge," applauded

the board's vote.

"They took a stand on the issue, and I'm very much in favor of that decision," Dundee Township resident Carol Boyer said.

CAT members hope the county will take the village's position into account when deciding on the issue.

"I'm hoping it has a deterring effect," Boyer said. "I'm hoping Kane County does not pursue it now that Carpentersville does not want it through their neighborhoods."

Jacobsen said CAT may proceed with litigation against the county to prevent selection of the Bolz Road as a bridge corridor.

"This is not finished," said Tecka Zordani, a Carpentersville resident who said the highway/bridge project would go through her backyard. "This helps. Anything like this helps."

NEWS

Village rejects plans for Fox River bridge

BY OLIVIA WU
SUBURBAN REPORTER

Carpentersville trustees voted overwhelmingly Tuesday against the construction of a highway corridor and bridge through their village.

About 30 residents attended the meeting to urge trustees to reject Kane County's plans for the Bolz Road bridge across the Fox River.

"It should send a message to the county that we don't want the four-lane highway and bridge," said Billita Jacobsen, who heads Citizens Action Team. Construction would eliminate 70 acres of woodland; several homes and park district bike trails and destroy rare wildlife along the river, she said.

Six trustees voted against the bridge, and a seventh abstained.

The vote was in response to a draft of the county's environmental impact study, which stated that Carpentersville and Algonquin supported the Bolz Road proposal.

"We researched it, and it doesn't say anywhere [in village records] that we are for the bridge," said Village President Cheryl Callahan, who took office in May.

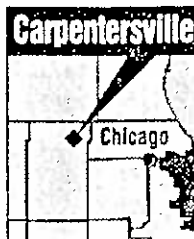
Kane County Board member Donald Rage dismissed the vote, saying, "I take it as an inexperienced group that is not informed and new to government making a decision that is typical of a not-in-my-backyard response to something that would benefit the region, township and other counties."

Rage, who sits on the county transportation committee, represents Dundee Township, which includes Carpentersville, Algonquin, Gilberts, East and West Dundee, Sleepy Hollow and northwest Elgin.

"Dundee is the fastest growing township in the county," said Rage. "By the time the first car would roll across the bridge [in five to seven years], Carpentersville would probably double, or add 10,000 to 20,000 people."

Most of the money for the road and four others that Kane County wants to build across the Fox River would come from the federal Intermodal Surface Transportation Efficiency Act of 1991, Rage said. He said Bolz Road and a bridge at Red Gate in St. Charles are the top priorities.

Jacobsen's group may contest bridge plans under a law prohibiting use of federal funds to take away recreational land, she said. "People here care about their natural areas and the last of farmland," she said.



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BOLZ ROAD bridge plan resurfaces

County officials say option complements western bypass

By ROBERT W. DIEDRICH
The Northwest Herald

ALGONQUIN — McHenry County motorists should hope the Kane County Board picks the Bolz Road bridge from a handful of river crossing options, transportation officials say.

Approving the project will add five to eight years to the life of the western bypass.

And although the bridge is not inherent to the success of the bypass, it plays a large role in relieving traffic congestion at the intersection of Routes 31 and 62.

"The Bolz Road bridge is not the Achilles' heel of the western bypass," said Mike Magnuson, McHenry County superintendent of highways.

"With the Bolz Road bridge, the western bypass and right-turn lane will provide relief until the year 2020. Without Bolz Road, the relief will last only until 2012 or 2015. But it does not negate the need for the western bypass."

Magnuson said if the Bolz Road bridge is not built, McHenry County will revisit the possibility of a river crossing north of Route 62 in seven to 10 years.

"Even if Bolz Road isn't built, the western bypass needs to be implemented first," Magnuson said. "Due to the traffic patterns on Algonquin Road, it would not make sense to build a northern bypass first and then a western bypass."

The bridge is only one of five river crossings being considered by Kane County.

The 5-mile-long Bolz Road bridge corridor would begin at the corner of Huntley and Boyer roads and end at Route 62 in Carpen-

"The Bolz Road bridge is not the Achilles' heel of the western bypass. With the Bolz Road bridge, the western bypass and right-turn lane will provide relief until the year 2020."

Mike Magnuson
McHenry County
superintendent of highways

tersville. The four-lane road would cross Randall Road, Route 31, the Fox River and Route 25.

Officials estimate the project will cost \$40 million, \$32 million of which could come from federal funds.

However, the \$203 billion federal transportation bill President Clinton approved in June allocates only \$9 million to Kane County.

The same bill earmarked \$9 million for McHenry County toward the \$38 million western bypass.

Kane County officials were expecting between \$40 million and \$50 million from the bill for their projects.

The bill's limited funding means they must pick one solution.

They plan to apply for additional funds when the next transportation bill surfaces in five to seven years.

Transportation consultants said a project could begin if it was built in stages, however.

Despite the county's funding problems, the Bolz Road solution has advantages over its competition, advisers said.

See BRIDGE, page 2

Bridge

Continued from page 1

Kane County consultant Steve Ravanesi said the Bolz Road corridor is relatively inexpensive compared to other corridors:

- The Red Gate Road bridge in South Elgin is the most pricey, with its three options ranging between \$41 million and \$77 million.
- The Stearns Road bridge in South Elgin ranks second at \$66 million, while Bolz Road ranks third at \$40 million.

- The Route 56 bridge in North Aurora would cost \$34 million.

- The Dean Street bridge in St. Charles is the least costly at \$26 million.

Although preliminary estimates point to a \$40 million price tag for Bolz Road, the projection does not include \$3.2 million in roadway improvements and land acquisitions Algonquin would donate.

The village, which has supported the idea for years, owns about one-third of the right of way for the road.

"It's looking much better for Bolz," Algonquin Trustee Marc Avelar said.

Also, Ravanesi said, Bolz Road has one of the least amounts of environmental impact and would

"There's a certain degree of opposition to all the proposals. That's why we hired consultants to address all the concerns. We don't want to leave any stone unturned."

Don Rage
Kane County board member

not threaten any endangered species or wildlife.

"The benefits with Bolz is the environmental impact is minimal, the house displacement is minimal and the business relocation is minimal," said Kane County board member Don Rage, who also is a member of the Transportation Committee.

"And Algonquin has adopted it into its comprehensive plan. Algonquin also has had developers build roads that approach the bridge."

The project also has received limited resistance compared to the other corridors, but still has heavy objections from Carpentersville residents who live along the Bolz Road corridor, Ravanesi said.

South Elgin residents provide the heaviest opposition with

their objections to the Red Gate corridor.

Ravanesi said more than 2,000 people packed a meeting two years ago, and the county already has reserved the Mooseheart Campus gymnasium for the July 16 public meeting in Batavia.

"The Red Gate corridor is among a lot of homes. Plus, the cost is pretty high," Avelar said. "The residents are concerned about a bridge going through a fairly new back yard."

Three other public forums are slated for Tuesday at Wredling School in St. Charles; July 22 at Randall Oaks Golf Club in West Dundee and July 28 at the city of Geneva public works building.

Each open forum runs from 2 to 9 p.m.

Kane County planning consultants will answer questions, record comments and take written statements on each of the five proposed river crossings.

The comments and concerns then will go to the Kane County Board, which plans to vote on the issue this fall.

"There's a certain degree of opposition to all the proposals. That's why we hired consultants to address all the concerns," Rage said. "We don't want to leave any stone unturned."

CRYSTAL LAKE: Bank to move into renovated downtown building. **SEE PAGE 1E**

WEATHER



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INSIDE:

A fawn paid an unexpected, and destructive, visit to the Johnsburg home of Patty Yunevich.

COMMUNITY, 1C



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VOLUME II

PUBLIC HEARING

IN RE: Fox River Bridge Crossings

Oral comments taken during the public hearing of the above-entitled matter, held at Randall Oaks Golf Club, West Dundee, Illinois, taken by Cheryl Brabec, a CSR in the State of Illinois, on the 22nd day of July, 1998, commencing at the hour of 6:00 o'clock p.m.

Janice Heinemann & Associates
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MS. WATERMAN: Day Waterman, 204 South River Street, South Elgin, Illinois 60177. I work for the Fox Valley Land Foundation, a nonprofit organization, which attempts to protect natural areas and open space.

"Subject: Public Comment on Proposed Bridge Construction across the Fox River.

"I am here today as a South Elgin resident to discuss the negative impact the bridge crossing from Stearns Road to McDonald Road would have on the native plant community. In my work as a Steward with the Nature Conservancy's Volunteer Stewardship Network, I have spent many hours over a period of eight years observing and documenting unique species of plants, birds and butterflies which live along the corridor of the Chicago Central & Pacific Railroad line. I am steward for the South Elgin Fen, manage several parcels of high quality railroad prairie in the vicinity, work with the stewards of the Illinois Nature Preserve Brewster Creek Fen, and monitor a high quality area west of the Fox River jointly owned by Commonwealth Edison and the Kane County Forest Preserve.

"Unlike humans, plants cannot

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choose where to live. We in Northeast Illinois are blessed with a unique legacy left by the last glaciers, including a remarkable deposit in the Fox River Valley. The sand and gravel left behind when the glaciers retreated includes a large concentration of dolomitic limestone. When the spring waters and seeping areas emerge from the ground, they carry minerals washed from these rocks. It is this unique chemical composition that creates habitat for the rare fen-wetland plants which would be destroyed by a bridge crossing from Stearns to McDonald Roads. The loss of plants in these special areas will displace birds, mammals and butterflies which depend on these rare plants.

"Contrary to some newspaper reports, the solution is not to dig up rare, threatened or endangered plant species and put them at a location more convenient to humans. The reason they ARE so rare is that most of their habitat has ALREADY been destroyed. The Environmental Impact Study made it clear that this bridge alignment would create damage which could not be mitigated by creating compensatory wetlands. Avoiding direct impact is not sufficient

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to ensure the survival of these unique areas. They would also be threatened by changes in the direction and flow of groundwater which would occur as a result of construction.

"Salt spray is a serious consideration. As the Morton Arboretum discovered with the completion of I-355, salt spray can travel upwards of a half mile. The arboretum has seen significant impact on a number of plants and tree species. Even if alternative chemicals are used on the entire corridor during the winter months, vehicles will be carrying salt on them from other areas, which will wash off in sloppy conditions. The salt impact would not only threaten the survivability of these unique plant species, and the animals and insects which depend on them, but it would have a disastrous impact on Midwest Groundcovers, the neighbor to the south. It could conceivably force Midwest Groundcovers to relocate... a great loss to the local area in employment and tax base... and loss of a good neighbor.

"Many people are desirous of another bridge crossing so their daily commute can

1 be eased. They feel that their quality of life
2 will be improved if they can get to and from
3 shopping or work sites more easily. I would like
4 you to reflect on the meaning of quality of life.
5 Can we truly benefit by destroying our natural
6 heritage?

7 "We in Northeast Illinois live in
8 the most biologically diverse and unique area in
9 Illinois. Because plants and animals cannot vote,
10 it is up to us to reach out to protect them for
11 today, for our grandchildren, and for their
12 children to come. You may never see Triglochin
13 palustris, slender bog arrow grass, in bloom, but
14 do you really want to destroy the only plants in
15 Kane County? We didn't create these wonderful
16 plants and we do not have a right to destroy them.

17 "Please... Reject the bridge
18 crossing from Stearns to McDonald Roads."

19 * * *

20 MR. TAGATZ: It's Mark Tagatz,
21 1253 Manchester Drive, Crystal Lake, Illinois
22 60014. I don't believe I'm affiliated with any,
23 you know, nonprofit, you know, type organizations.
24 Basically I live in Crystal Lake and

1 I moved here, Route 31 was two lane, Route 72 was
2 two lane, Route 25 was two lane, and Route 58 was
3 two lane. The only traffic signal was at Route 25
4 and then at Illinois Route 83 at the south end of
5 Mount Prospect. The rest of the intersections were
6 controlled with stop signs. Total distance to
7 work, 25 miles; time driving to work, 25 minutes.

8 A month ago, when driving back from
9 an eastern trip, a vacation trip, we got off of
10 I-90 at Beverly Road because of road construction,
11 or the bridge construction on the tollway. At the
12 county line, Kane County/Cook County line on
13 Route 72, I came to a stop. It took me 25 minutes
14 to get home from there. This is distressing and it
15 points up the need for additional bridges.

16 My daughter lives in Elk Grove. She
17 hasn't been here for two years. Several weeks ago
18 she came out and, for some reason, we drove out
19 Randall Road, and she asked me, "What happened to
20 the farms?" All she saw were houses. Now, if
21 those people are going to get home, they have to
22 have a way to cross the river. I strongly feel
23 that there is need for an additional bridge. End
24 of statement.

1 work at Motorola in Schaumburg, so I take Route 31/
2 Route 62 intersection twice a day to and from work,
3 and upwards of 10 to 15 minutes of waiting there
4 every time through there is just so unreasonable.

5 I've been a resident of Crystal
6 Lake, you know, my whole life, 40 years. 25 years
7 ago there were other proposals north of 62 to build
8 bridges which never materialized, and now with the
9 subdivisions in Algonquin, it's, you know, it's
10 nearly impossible to build in those same areas.

11 So I think that they should really
12 take a hard look at the proposals that are on the
13 board tonight and, by all means, push some of these
14 through while they still have open land and the
15 opportunity to build, because the way McHenry
16 County, Kane County is growing, it just -- that
17 land will not be there, you know, in a few years.

18 * * *

19 MR. OSADA: Chester Osada, 87 Edwards
20 Avenue, West Dundee, Illinois.

21 My folks moved into West Dundee in
22 1957. I moved to that address in 1961. At that
23 time, I worked in Mount Prospect at Route 83 and
24 the railroad tracks, exactly 25 miles. At the time

1 * * *

2 MR. REA: I'm John Rea, 18 N 621
3 Woodcrest Lane, off of Country School Road.

4 We're just at about a half mile from
5 Forest Drive, which will be a big problem for us as
6 far as getting in and out of our driveway or our
7 road. It's going to cause more of a backup than we
8 have right now. And right now, Route 31, according
9 to their drawing, is not going to be wide enough to
10 come down to Country School Road or Miller Road for
11 a turn-in lane, and this is going to create more of
12 a bottleneck.

13 And the best bet, and I'm going off
14 the record here, but saying Hagers Bend is the only
15 place for a bridge across that river to take care
16 of this traffic. That's all I got to say.

17 I just hope that the board will say
18 "no" to this come voting time, because the people
19 have voted against it now already in the referendum
20 they had, and now they want to go ahead and push
21 this through anyway I know. So I hope they will
22 think about the voters from now on. Thank you.

23 * * *

24 MS. JACOBSEN: It's Billita Jacobsen,

1 1305 Wilson, and that's in Carpentersville, and I'm
 2 a member of the Citizens Action Team.
 3 I want to see a supplement added to
 4 the Environmental Impact Report, because the report
 5 is seriously flawed. It's got many mistakes in
 6 there. They don't have a complete wildlife survey
 7 or a plant survey. They don't -- they have in
 8 there an incorrect statement that the
 9 Carpentersville Village Board supports the site
 10 when the Carpentersville Board voted to oppose the
 11 site. And we also had a referendum in Dundee
 12 Township where the majority of voters stated they
 13 don't want the site, and that was not in the report
 14 either.

15 * * *

16 MR. McNAMEE: My name is Tom McNamee, I'm
 17 an attorney in Kane County, and I live at
 18 18 N 951 North Route 31, which is in the center
 19 lane of the proposed Bolz Road Bridge Corridor.

20 My comment is that I feel that they
 21 have curved the road to avoid the livestock barn
 22 across the road and that I would be opposing the
 23 Bolz Road Corridor as designed due to the fact that
 24 I feel that they could either move the road

1 Veeneman. I live at 31 Robin Road,
 2 Carpentersville, Illinois. I'm affiliated with the
 3 Fox Volley Land Foundation, the Fox Path
 4 Association, the Citizens Action Team, and I'm a
 5 concerned resident in the area.

6 My concern is mostly environmental.
 7 I know that they're going to take out
 8 100-plus-year-old oak trees, ten acres of forest.
 9 It's a gorgeous, mature, oak savanna. There's
 10 going to be a lot of wetland loss, and we need to
 11 preserve our wetlands.

12 Mitigation does not work. I know
 13 for a fact it does not work like a natural
 14 wetland. They have tried mitigation again and
 15 again; it doesn't work like a natural area would
 16 and they fail miserably. So I think the wetlands
 17 need to remain where they are.

18 And I think that the white oaks are
 19 going to be endangered by the salt spray. It's
 20 going to -- not the mature ones, but the younger
 21 ones, it will inhibit reproduction. When the old
 22 trees die, how can the young ones come back if they
 23 can't reproduce, because the salt is very damaging
 24 to them.

1 100 feet north or south and avoid my property.

2 * * *

3 MR. VEENEMAN: My first name is Steve,
 4 last name Veeneman, 31 Robin Road, in
 5 Carpentersville. I don't have any affiliation with
 6 any of the agencies that are here tonight.

7 As a citizen, I'm concerned that the
 8 Environmental Impact Statement for the Bolz Road
 9 Corridor has not been completely done. My
 10 understanding is that that document says that the
 11 Carpentersville Village Board approved the
 12 consideration of Bolz Road, when, in fact, my
 13 understanding is that they voted against it. And
 14 I'm not sure, I think this should be noted, that
 15 the referendum for the Carpentersville voters came
 16 out, there were over 3,000 voters, and they were
 17 over 50 percent against the Bolz Road Corridor.
 18 So that kind of information should be noted,
 19 et cetera. And if the EIS doesn't accurately
 20 reflect that, that sort of casts a shadow on the
 21 whole document, and it should be done properly and,
 22 you know, all that. That's my whole statement
 23 basically.

24 MS. VEENEMAN: My name is Donna

1 And there are some state-endangered
 2 species that I'm concerned about, the state-
 3 endangered egret and the state-endangered
 4 sharp-shinned hawks. Now, they say that's not
 5 going to matter much because they're just foraging
 6 there and they've been sighted. But if endangered
 7 species can't forage for food and their habitat's
 8 taken away, it's going to follow that that's going
 9 to affect the way they survive. So you have to
 10 protect the habitat.

11 There's also another concern, that
 12 there's a loss of the park where the school is. I
 13 believe it's called Shady Hills, or something like
 14 that. What's that -- that park where the school
 15 is? Anyway, and I know that they're going to take
 16 several acres out of there and they're going to
 17 build the road real close to that school and it's
 18 going to be really bad for the kids. It's going to
 19 take out a lot of the playground and their play
 20 space.

21 And they're also going to take away
 22 the park, and they're promising one on the west
 23 side, but we need the parks on the east side.
 24 That's where the population is the most intense.

1 It's intense. There's like -- you have five houses
 2 per acre, so it's dense, the density. They need
 3 the parks on the east side.
 4 And I believe this whole thing is a
 5 McHenry County traffic problem, and they want to
 6 put it through Carpentersville so they don't have
 7 to put it in their side of town. And I think that
 8 they're just trying to shove it down our throat.
 9 And we in Carpentersville voted on a referendum
 10 that we don't want it, and we would ask that the
 11 county board and our own village board people
 12 respect the vote of the people.

13 * * *

14 MR. SMYCZYNSKI: My name is Dan
 15 Smyczynski, 10 Autumn Trail, Barrington Hills.
 16 We live on the other side of where
 17 the proposed road would go through, and I totally
 18 agree with what this lady said. She hit all the
 19 main points very succinctly. She hit everything:
 20 all the open space problems, the species, the
 21 birds, and the trees, along with the safety
 22 problems with the school and the children over
 23 there and the loss of park land.
 24 I mean -- and then I -- also I asked

1 STATE OF ILLINOIS)
) SS.
 2 COUNTY OF COOK)
 3
 4
 5 I, CHERYL BRABEC, CSR, do hereby certify
 6 that I am a court reporter doing business in the
 7 State of Illinois; that I reported in shorthand the
 8 testimony had at the hearing on July 22, 1998 of
 9 said cause; and that the foregoing is a true and
 10 correct transcript of my shorthand notes so taken
 11 as aforesaid.

12
 13
 14
 15 
 16 Cheryl Brabec
 17 Certified Shorthand Reporter
 18 License No. 084-001373
 19
 20
 21
 22
 23
 24

1 them before about we voted and everybody voted in
 2 Dundee to say "no" to this bridge, and this thing
 3 went, and now they want to do it anyway. I mean,
 4 so it's wrong. I mean, listen to the people.
 5 The village board actually said -- originally came
 6 out and said "yes" and now they're wavering it.
 7 They were not going to put the vote through and now
 8 they're wavering.
 9 The other thing is is Dundee -- Kane
 10 County doesn't have the funds. There's an article
 11 in the paper -- what's the date of this article --
 12 the article, 6-22, "Kane County Board Faces Funding
 13 Dilemma." You know, we don't have the money to
 14 build this thing. So, hey, let's leave it alone.
 15 One of the things that needs to be
 16 considered before this project is considered is
 17 that the expansion of Route 62 at Route 31 should
 18 alleviate much of the congestion of people getting
 19 over the Fox River. And before this goes forward,
 20 we should see the completion of that project or
 21 what it effect it has, which we won't know for
 22 about two years. Now, at that point, then let's
 23 see what the study shows. Thank you.

24 ---o0o---

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Volume I of I

PUBLIC HEARING

IN RE: Fox River Bridge Crossings

Oral comments taken during the public hearing of the above-entitled matter, held at 1800 South Street, Geneva, Illinois, taken by Janice H. Heinemann, CSR, RMR, a notary public within and for the County of DuPage and State of Illinois, on the 28th day of July, 1998, commencing at the hour of 2 o'clock p.m.

Janice Heinemann & Associates
Certified Shorthand Reporters
118 Oxford Avenue
Clarendon Hills, IL 60514-1152
630/986-5486 FAX: 630/986-0282

1 MR. MILLER: Randy Miller, 201 Larchwood,
2 North Aurora, 60542. And I would like to see it in
3 North Aurora. I just think it would help. I hate
4 the way the bridge goes across now, you know, with
5 the S curve. And I just think it would be a big
6 improvement, it really would. That is all.

7 * * *

8 MS. OLSON: My name is Gini Grant Olson. I
9 live at 5 N 821 Route 25. This is the first
10 driveway north of Army Trail on the east side of the
11 road. I think I feel like George Washington when he
12 said "Is anybody there? Does anybody care?" It's
13 hard to begin. In the early '60s my husband and I
14 started looking for our forever home, a place to
15 raise our five boys, and a place for our retirement,
16 and we found it. We bought our home from Mary Kay
17 Moulton. She had started Thornapple Nursery on the
18 site. She had purchased the home in 1941. Prior to
19 that, it was owned by Peterson. Our present dining
20 room was at one time the entire house, which was
21 built in 1830. There is a lot of history there.

22 This is not a palace to others. This
23 is not palatial, but it's our home. Our gazebo is
24 one of the one or two remaining solid concrete

1 I have several concerns. Probably foremost is how
2 am I going to get in and out of my property. Are
3 you going to provide me with a little trip light so
4 that I can stop traffic? My mailbox is on the west
5 side of the road. How will I get my mail, by
6 walking across four lanes of traffic? And what
7 about a visual barrier, will you provide this?

8 I guess I have a real problem with
9 people who live in town trying to dictate and change
10 my life-style that I have had for thirty-two and a
11 half years. We can't vote for any of these people,
12 yet they have the right to tell us what to do.
13 That's not fair. If I wanted to live in the city, I
14 would have stayed in Chicago. We chose to live in
15 the country. Why can't you leave us alone? I guess
16 that's it.

17 * * *

18 MS. AUCHTER: My name is Edith Auchter. I
19 live at 16 Ashbury Lane in Barrington Hills, 60010.
20 And I am also a board member, and I have come to
21 speak today on behalf of the Community Unit School
22 District 220 in Barrington. Our concerns are
23 related to the Bolz Road corridor, which currently
24 has the road constructed on the edge of our Woodland

1 waiting stations for the Aurora-Elgin. Our
2 carriagehouse came from the estate where Baker
3 Memorial Church is today. Our little house was at
4 one time on the property at Reber and Foley. Our
5 front door came from the Norris Funeral Home when
6 that was remodeled. My countertops are solid slate.
7 They are the blackboards from the old St. Charles
8 High School that used to be on -- where Lundeen's
9 currently is on 64.

10 Mary Moulton, in addition to being
11 very interested in the community, she was helpful in
12 getting the first addition put onto the library,
13 used to drive up and down 25 and up and down Army
14 Trail and throw flower seeds out the windows.
15 Presently across from our home, we have them, too,
16 are prairie roses that you don't see anymore. These
17 will be destroyed if this is turned into a four-lane
18 highway.

19 I think I was so upset because I
20 thought on the original plans it was still just a
21 two-lane highway. I could probably live with this.
22 I just talked to the engineers -- Is that who they
23 are? And they told me they are going to take
24 another 30 feet if this goes from two to four lanes.

1 School property in Carpentersville. We believe it's
2 highly undesirable to have the road constructed on
3 the edge of that school property. That school is
4 also adjacent to a park that is owned by the Dundee
5 Park District.

6 We are concerned about the increased
7 traffic noise that would be associated with the
8 project as well as the split between the existing
9 school district property and park district property.
10 We believe it renders both less desirable. We would
11 respectfully request that the Bolz Road corridor,
12 while we recognize the need for the crossing at the
13 Fox River, we would request that it not extend east
14 of Route 25. Our Board will be passing a resolution
15 to submit to, among others, the Dundee Township Park
16 District and Illinois Department of Transportation
17 to convey our comments in writing.

18 * * *

19 MR. SLIMMER: My name is Dave Slimmer. I
20 live at 180 Mistwood Lane in the Timber Oaks
21 subdivision, 60542. My back yard adjoins the
22 proposed road expansion along Oak Street. I have
23 prepared my comments. I oppose the widening of Oak
24 Street in North Aurora because of the high cost to

1 both the residents whose property adjoins Oak Street
2 as well as the surrounding community. The
3 justification for the additional bridge and street
4 widening starts with the premise that the east-west
5 traffic flow will overwhelm the current capacity of
6 the existing bridges. Why will that be true,
7 because of the rapid growth in construction
8 occurring west of Randall Road. Does encouraging
9 this expansion really benefit the current residents
10 of the Village of North Aurora? As this expansion
11 reaches its logical conclusion of filling the
12 available buildable land, the current residents will
13 have a crowded, congested community that requires
14 ever-increasing services from the local government
15 such as the police, fire, water, sewer, to name a
16 few, and an ever-increasing tax burden to support
17 these services.

18 Once expansion is no longer possible
19 for this community, the new bridge and widening road
20 will become an artery for expansion and new
21 construction west of North Aurora. At that point
22 the Village will incur the cost of the traffic
23 problems along Oak Street and receive no financial
24 benefit in return. The cost to the residents with

1 property adjoining Oak Street that will have part of
2 their property forcibly purchased is clear. The
3 property values will decline because of the loss of
4 back or front yard space. Loss of the mature
5 landscaping, such as trees and bushes, and increased
6 traffic noise. In addition, access to their
7 property from Oak Street will be more difficult and
8 hazardous because of the additional traffic and
9 traffic lane.

10 In conclusion, the real cost of an Oak
11 Street widening would be borne by the current
12 residents who have vested their time and livelihood
13 in this community in terms of decreased property
14 values and living in an undesirable location. The
15 real benefits would be to those who may increase
16 their influences and power by controlling more tax
17 dollars and those who have not yet invested in
18 property west of Randall Road.

19 My experience with processes such as
20 this is that the community input is that the real
21 decisions have already been made. It will be an
22 interesting exercise in the future to study the
23 financial and family relationships of the decision-
24 makers to the companies that are awarded contracts

1 for studies, engineering, and construction as well
2 as their real estate interests. That concludes my
3 statement.

4 * * *

5 MS. WEISS: My name is Nancy Weiss,
6 730 North River Street, Batavia, Illinois, 60510.
7 And my husband and I are retired. We ride our
8 bicycles a great deal and like to do our errands and
9 commuting on bicycles. We are very concerned that
10 when bridges are built that they provide access for
11 bicyclists and pedestrians. We would hate to see
12 another Fabyan Parkway Bridge where pedestrians,
13 bicyclists have no way of getting across. It's very
14 tragic to see mothers and even grandmothers and
15 little children trying to cross there because they
16 have to go to Dryer Clinic on the west side, and
17 they live on the east side, and they don't have
18 cars. So I just want to be sure that we know the
19 County is not obligated to provide bikeways or
20 pedestrian paths, but we believe it's absolutely
21 essential in this day and age to do so. And my
22 grandson, Adam Sanetra, from Aurora is here and he
23 thinks so, too.

24 * * *

1 MS. WILLIAMS: Rita Williams, 3102
2 Blackhawk Court, St. Charles, Illinois, 60174. My
3 opinion is that the bridges need to go in. They
4 need to make the decisions and get them put in
5 before any more construction or homes are built.
6 It's senseless to build houses and then put in a
7 bridge. It's better to put in the bridges and then
8 build the houses. We are in a spot now where we
9 have a piece of property. We want to develop it,
10 but it could be the right-of-way and it couldn't be.
11 And so we have been sitting on it for three years
12 trying to figure out what we want to do with this.
13 So, you know, we need to have a decision made as far
14 as where they are going to put the bridges. And
15 that would be my comment. Yours, too?

16 MR. WILLIAMS: Yes. Yes. Hurry up and
17 make up your mind. Lex Williams. Just hurry up and
18 make a decision so we can move on with our life.

19 MS. WILLIAMS: You know, we are not against
20 the bridges. You know, they need to be there. But
21 do it. Don't play around with it anymore. That's
22 the way we feel.

23 * * *

24 MS. TOMLIN: I'm Lucy Tomlin, 36 W 927 Red

Page 10

1 Gate Road, St. Charles, Illinois, 60175. I'm
2 reporting a mistake in the report on Page 5-15 on
3 the Table of Cultural Resources. If you look at
4 page 5-19, item 59.5, Red Gate Farm. It should not
5 be 36 W 612, it should be 36 W 368. And then the
6 listing for that should include the true description
7 of Red Gate Farm. And then the residents at
8 36 W 612 should be re-marked for what is marked as
9 the Red Gate Farm. And I would appreciate that
10 error being corrected for the report. Thank you.

11 * * *

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Page 11

1 STATE OF ILLINOIS)
2 COUNTY OF DU PAGE) ss.

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I, JANICE H. HEINEMANN, CSR, RMR, do
hereby certify that I am a court reporter doing
business in the State of Illinois, that I reported
in shorthand the testimony given at the hearing of
said cause, and that the foregoing is a true and
correct transcript of my shorthand notes so taken as
aforesaid.

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18 License No. 084-001391

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APPENDIX A

Part II - Chapter Four

Comments from Groups with Responses

This chapter contains comments from groups with apparent specialized knowledge. The full comment follows this chapter. The comments received with the response are as follows:

1. Bolz Road Bridge Response; July 1998.
2. *Bolz Road Environmental Impact Study Review, Prepared for Local Citizens of Bolz Road Area by Environmental Planning Team...Chicago; September, 1998.*

These two documents take exception to the purpose and need for roadway in this corridor and doubt this corridor should have been promoted due to a series of impacts that are listed in the document that they claim were ignored by the EIS. It then promotes other alternates.

None of the stated "facts" are anything previously unknown about the project, substantiated and relevant to the decision process. For example, the bird sightings noted do not prove that the area of the crossing is essential habitat to threatened and endangered species. In fact, the Illinois Natural Heritage Survey assessed habitat potential for this project and the Illinois Department of Natural Resources indicated in a February 6, 2001 letter that the project does not affect the habitat of any threatened or endangered species.

The proposed alternatives do not satisfy the stated purpose and need for the project. Also, there is no reason to believe that those people living along alternatives would not have their own equally valid objections.

3. County Hearings on Bolz Highway; July, 1998.

This is actually a letter of objection to the Bolz Road corridor based upon resident opposition and a misreading of the Purpose and Need for this project. The read purpose and need is to eliminate congestion for longer trips- this was never stated in the EIS. Also, votes by local residents, while considered, are not the overwhelming decision parameter. Otherwise, not-in-my backyard would win most of the time without regard to the needs of others who are not in the backyard.

4. Letter from the Village of Algonquin; June 15, 1998 (re. Bolz Road corridor)

A letter of support

5. Sierra Club: Illinois Chapter; August 6, 1998

This letter contains three points: the first objects to the statement that development will continue to the west regardless of the bridges; the Red Gate Corridor has unacceptable impacts; and in light of recent developments the IL 56/Oak Street Corridor is unnecessary.

The first point represents a misreading of the intent of the Purpose and Need. The project is part of a tool package available to the County to encourage more compact growth. Since the DEIS was released, development has continued deeper into Kane County. The new roads provide a way of an incentive for new growth and developments to occur in the Urban Corridor, rather than further west, by enhancing the access in this area. The second point is irrelevant since the Red Gate Corridor has been dropped from further consideration. As for the third point, since no specific recent developments were referred to, we do not know of any that would obviate this corridor.

6. Sierra Club: Valley of the Fox Group; November 17, 1998

The major concern of this letter is the impact to the Kane County Forest Preserves. This project has been actively involved with the Forest Preserve. In fact, if the CC&P/Stearns Road Corridor proceeds, Forest Preserve holdings will increase, along with the continuity of holdings.

7. Friends of the Fox River; August 14, 1998

This letter represents concerns about the Purpose and Need and about the Alternatives development for this project. The Purpose and Need implies that the project is a tool to helping shape more compact development by providing better access to closer in parts of the County, not to stopping development or to adding development. Development is continuing in the County regardless of the status of this project. Also, the DEIS does not state that that the project will eliminate congestion. The auto dependency discussed in the DEIS that limits the Alternatives available is a function of the land use and its dispersed nature, far more than a lack of options. As for technology reducing the need for travel, the projections were developed using the accepted approach, i.e., the Chicago Area Transportation Study analysis.

The alternatives analysis also withstood the scrutiny of various review agencies, including the Federal Transit Administration, who recognized that no realistic alternative could obviate the project.

8. Openlands Project; August 13, 1998

The Openlands Project letter expresses concern about maintaining the integrity of the Kane County Forest Preserve holdings adjoining the project. As currently proposed with the dropping of the Red Gate Corridor and with the implementation of the *Environmental Roadway Corridor Plan* for the CC&P/Stearns Road Corridor, the net holdings of the Forest Preserve would increase and new continuity of open land would be created. We have been in constant communication with the Forest Preserve during the development of this project. As part of the conclusion of this coordination, a joint resolution of the Forest Preserve and County will be developed specifying enhancements to the Forest Preserve as part of this project.

Table 1. Demographic characteristics of the study population

Characteristic	Number of patients	Percentage
Age (years)		
Mean	63.6	
Range	45-81	
Gender		
Male	24	48.0
Female	26	52.0
Marital status		
Married	29	58.0
Single	21	42.0
Education		
High school or less	29	58.0
College or more	21	42.0

Table 2. Demographic characteristics of the study population

Characteristic	Number of patients	Percentage
Age (years)		
Mean	63.6	
Range	45-81	
Gender		
Male	24	48.0
Female	26	52.0
Marital status		
Married	29	58.0
Single	21	42.0
Education		
High school or less	29	58.0
College or more	21	42.0

Table 3. Demographic characteristics of the study population

Characteristic	Number of patients	Percentage
Age (years)		
Mean	63.6	
Range	45-81	
Gender		
Male	24	48.0
Female	26	52.0
Marital status		
Married	29	58.0
Single	21	42.0
Education		
High school or less	29	58.0
College or more	21	42.0

Table 4. Demographic characteristics of the study population

Characteristic	Number of patients	Percentage
Age (years)		
Mean	63.6	
Range	45-81	
Gender		
Male	24	48.0
Female	26	52.0
Marital status		
Married	29	58.0
Single	21	42.0
Education		
High school or less	29	58.0
College or more	21	42.0

Table 5. Demographic characteristics of the study population

Characteristic	Number of patients	Percentage
Age (years)		
Mean	63.6	
Range	45-81	
Gender		
Male	24	48.0
Female	26	52.0
Marital status		
Married	29	58.0
Single	21	42.0
Education		
High school or less	29	58.0
College or more	21	42.0

Table 6. Demographic characteristics of the study population

Characteristic	Number of patients	Percentage
Age (years)		
Mean	63.6	
Range	45-81	
Gender		
Male	24	48.0
Female	26	52.0
Marital status		
Married	29	58.0
Single	21	42.0
Education		
High school or less	29	58.0
College or more	21	42.0

Table 7. Demographic characteristics of the study population

Characteristic	Number of patients	Percentage
Age (years)		
Mean	63.6	
Range	45-81	
Gender		
Male	24	48.0
Female	26	52.0
Marital status		
Married	29	58.0
Single	21	42.0
Education		
High school or less	29	58.0
College or more	21	42.0

Table 8. Demographic characteristics of the study population

Characteristic	Number of patients	Percentage
Age (years)		
Mean	63.6	
Range	45-81	
Gender		
Male	24	48.0
Female	26	52.0
Marital status		
Married	29	58.0
Single	21	42.0
Education		
High school or less	29	58.0
College or more	21	42.0

FOX RIVER BRIDGES PROJECT
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DRAFT ENVIRONMENTAL IMPACT STATEMENT
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BOLZ ROAD BRIDGE
RESPONSE

JULY-1998

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RESPONSE

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*DRAFT ENVIRONMENTAL IMPACT STATEMENT
and SECTION 4(f) EVALUATION*

FOX RIVER BRIDGES PROJECT
KANE COUNTY, ILLINOIS

DRAFT ENVIRONMENTAL IMPACT STATEMENT
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I have reviewed the EIS for the Fox River Bridge Crossing. While I have reviewed the entire report the focus of this response is the Bolz Road Bridge and highway and the consequences and benefits to Dundee Township. While report addressed both the negative and positive effects of the proposed project the emphasis was on the benefits; which are ease of transportation and generation of future development . NEPA (The National Environmental Policy Act) requires that environmental and social factors must be given special consideration. Prior to NEPA economic and technical considerations dominated the project criteria. The report carried a spin and presses for an urgency to build.

The economics of the project, as presented, are short sighted. No indication is given as to the projected life of the structure or the roadway; nor is any data given as to maintenance costs over the life of the project. The true cost of the bridge and roadway, over time, should be presented and the funding source identified. Not only should the public know who owns the bridge but they need to know what it will cost over the life of the system and who will pay.

The approach that we used for the Fox Valley Expressway study of 1992 took the time and effort to organize regional committees and working groups to determine area needs, demographic studies, geographic and environmental profiles, and socio-economic impacts. In this study the approach appears to have omitted the public.

The Bolz Road study strongly indicates that the current east-west vehicle roadway and bridge system is inadequate for the apparent needs of the immediate and projected future. The proposed solutions are not regional and do not involve a regionally amicable cooperative effort. The study areas should include a cooperative regional approach integrated with the City of Elgin and McHenry County. The solutions also ignored the culture and character of the Village and current efforts to preserve that character and the financial investment in preservation and environmental efforts. The Bolz Highway/bridge mitigates the impacts of the McHenryCounty traffic for the next 8 years by relocating traffic to those corridors. It is linked to the Algonquin bypass study which did not include a Dundee or Carpentersville element. That committee was composed of Barrington, Lake-in-the-Hills, and Algonquin.

The Bolz EIS ignores the impact of the Algonquin bypass and its benefits are not available for consideration. The report also ignores the I-90 crossing as an alternative. An alternative to the Algonquin east-west congestion is also available within the limits of Algonquin by using Souwanas Trail with a minor bridge crossing reconnecting to Rt 62.

The extension of Rt 72 to Randall would ease the Dundee bridge congestion and should be accomplished without regard for the bridge status.

The alternate approach, which would be of widest regional benefit, would include a tollfree I-90 frontage road with bridge, and an Algonquin bypass with minor bridgeworks as an extension to Souwanas and thereon to Rt 62. The 62 bridge could

be one way during the higher traffic periods and west only during the rush hours. The Souwanas bridge could be managed similarly. While the tollroad seems inaccessible a frontage with coordinated on/off ramps is attainable with some effort. Widening Rt 72 to Randall would also minimize congestion on that route during peak travel periods.

I cannot support degrading the Village of Carpentersville, Algonquin, Dundee, or Sleepy Hollow. A parallel situation exists in the DesPlaines watershed. The city is currently in the throes of restructuring flood plains which have been elevated by highway construction and storm outflows. They are paying to repair the damage done by upstream development-no one project was deemed 'significant'; however, the cumulative effect is destroying their communities. No regional plan has been agreed upon because each community has taken a parochial "Send it elsewhere-not in my neighborhood." No community should export its problems-yet it is the most common solution we see. The result is a 'not in my back yard' response-and justifiably so.

CURRENT SITUATION

The current level of service is impeded to a level of congestion during peak traffic periods and the total available roadway vehicle capacity is approaching an unacceptable limit of congestion. The measure of congestion isn't scientific-it is obvious. What is the observed flow? Academically you can derive capacity yourself using the following data.

The standard we use is indexed for congestion and scaled by a Level of Service ranked A through F. 'A' is traffic in free flow and 'F' is traffic flow broken with all vehicles essentially at a standstill.

Maximum acceptable traffic volumes against the road capacity:

TABLE 'A'

<u>ROAD/TYPE</u>	<u>CAPACITY/VEQ</u>
2 lane arterial	12,000-15,000 vehicles per day
4 lane arterial	15,000-25,000 vehicles per day
4 lane freeway	75,000 vehicles per day

(See Table 'D' for adjusted Capacities with recommended alternate site insertion)

Vehicle equivalents (VEQs) weighted by variety of vehicles:

TABLE 'B'

<u>TYPE</u>	<u>WEIGHT</u>
-------------	---------------

A car or light truck	=1 VEQ
Medium truck	=2 VEQ
Heavy truck	=3 VEQ

The traffic volume exhibit from the study shows a 1990 bridge crossing daily traffic distribution for:

TABLE 'C'

Rt 62 (Algonquin)	at 23,200 VEQ
Rt 68 (Carpentersville)	at 19,500 VEQ
Rt 72 (Dundee)	at 27,500 VEQ
I-90 (Elgin-Dundee)	at 66,000 VEQ

The reason for the excess loading is not explained beyond numerical loading, and the assumption is simply growth without demographic data. It should be noted that the 1990 loading is relatively evenly distributed for the three Village bridge traffic VEQ.

Additional data regarding future growth, commercial development, and residential development is needed to more accurately project need.

ANALYSIS

The consultant concludes that the Bolz Road/Bridge is the preferred crossing based on the "official support from the Village of Carpentersville and Algonquin." The traffic capacity of the new 4 lane arterial would be (using our table above) 25,000 cars per day with periodic service degradation to a lower level of service during high demand in excess of the 25,000; the consultant also estimates a VEQ of 34,000. Without the participation of Algonquin the bridge will operate as poorly as the existing conditions and congestion will simply be relocated. Traffic will again move to the path of least resistance and a new bridge will be required.

Bolz Road will have limited restricted local access, and residents north and south of the roadway will have to travel through neighborhood streets to access feeders.

The Algonquin bypass and bridge would preserve the historic character of the Village, and provide east-west access at the north end of the study area. Redistribution of traffic to the parallel brige system would minimize the impact of traffic for each area.

The existing Dundee bridge has already been widened, and additional work needs to take place to provide better flow to the Randall Road corridor (north-south). Previously reported at 27,500 VEQ prior to the current configuration and loading.

The existing Carpentersville bridge is poorly sited for additional traffic and can

continue to accept traffic at its current demand (19,500).

The new I-90 Frontage and bridge could easily manage 25,000 VEQs and an Algonquin bypass could also be rated at 25,000 VEQs.

A new corridor will cause greater congestion to local roads and feeders within the village and residential areas.

Improvement of feeder and collector roads and signalization is a recurring constant problem and should be reviewed on an ongoing basis.

Many of our current village and township roads are simply improved trails. Improvements and expansion to existing roads would solve many of our current feeder problems.

If we support high density development and traffic then we are opting for a radical change in life style for all our communities. If we wish to maintain our 'village' profile the insertion of high capacity systems into Village residential areas should be rejected. The call for a Bolz Bridge is a call for a high capacity corridor through a residential area.

The proposed bridge will generate traffic and development. If traffic is diverted through Carpentersville, Dundee, Sleepy Hollow, or Algonquin additional traffic will follow. I don't believe any community would welcome a high capacity roadway through its residential areas. Neighboring communities have already expressed strong desires to be left out of the equation. Elevated traffic has already spurred some communities to close feeder roads to through traffic.

The proposed Fox Expressway had a similar scenario. It also had a restricted study area which made it impossible to accept. In an attempt to avoid environmentally sensitive areas it ignored homeowners and property.

The Bolz Road and Bridge will serve no benefit to the township. The call for a regional solution and planning has a nice ring to it until the call is for someone else to absorb the burden and loss resulting from a project which will deteriorate a community. Villages are fragile communities with homes, neighborhoods and social structures. The highway and bridge will not serve to benefit the existing community. The value of property and quality of life will diminish as a function of the distance from the roadway and bridge.

ALTERNATIVES

A four lane frontage road with a parallel bridge at I-90 would move some 15,000 vehicles for local traffic off the interstate, relieve the Elgin and Dundee feeders, and provide easy access for east-west traffic at the south end of the study area. Elgin (I90) has a current density of 66,000 vehicles/day. A regional adjustment without local impact would bypass the residential areas and serve western development. A single

corridor would have to absorb the majority of future traffic and would attract additional current traffic. A bypass route is available when we include I90. Construction of a toll free frontage road and parallel bridge at I90 would remove much local traffic from I-90 (Rts 25/31 section) and accommodate local traffic. In addition it would attract future traffic and a new corridor. The addition to the I90 bridge would enhance access to the Elgin area as well. The existing I90 corridor is primarily commercial and would fit a corridor profile for the western towns development.

The Rt 62 north bypass could be developed with McHenry County and Algonquin Townships to appropriately site that corridor within planned current development. The 1990 23,200 VEQ is short of even today's demand for roadways. A single bridge does not appear to be adequate unless it is of freeway configuration. Obviously it is essential that Algonquin participate in the regional plan. It is equally obvious that Algonquin should include the upper Fox PPA in any regional planning that impacts their district.

Route 72 should be widened to Randall and signalization coordinated. This should be executed as quickly as possible irregardless of the bridge status.

Projected traffic volume at 2000 with bridge crossings at I-90 & Rt 62 daily traffic distribution:

TABLE 'D'

Rt 62 (Algonquin bypass)	Allow	(23,000 VEQ)
Rt 62 (Algonquin)	Reduce to local	(18,000 VEQ)
Rt 68 (Carpentersville)	Remain at	(19,500 VEQ)
Rt 72 (Dundee)widen 72	Remain at	(27,500 VEQ)
I-90 (Elgin-Dundee)	Interstate	(66,000 VEQ)
I-90 (Frontage bypass)	Allow for local	(25,000 VEQ)

Total available capacity without Interstate traffic(approximately) (113,000 VEQ)

No-build as an option. Certainly the lack of a high capacity traffic system would slow development. The contention that if we build it they will come is a real one. The lack of good roads, mass transit, schools, water, stormwater management, sewer, and services would not attract an informed developer or buyer. Increased traffic roadways cause an explosion of population growth in areas that are not currently served by them. Expressways bring rapid development and are the primary reason for suburban sprawl in the Chicago area.

The residential impact is presented as being minimal and the inevitability certain. The residences within blocks of the corridor will also be negatively impacted and have not been included. The overrun and lack of access will occlude and prohibit access locally generating peripheral congestion. The noise, safety, disruption,

pollution, and restructure of lifestyle are more than minimal. The Villages have, over the past decade, through individual effort and expenditure of millions of dollars improved the environment, natural infrastructure and quality of life for the residents and the region. The Township should reject any project which does not improve and maintain the quality of life for its residents. Certainly not for the benefit of some to the detriment of others.

A bridge and highway as proposed will not improve the quality of life for the residents of Algonquin, Carpentersville, Dundee & Sleepy Hollow-rather it will degrade the neighborhoods by increased noise, stockade structured sound walls, increased stormwater and road pollution runoff, increased traffic demand and restricted local traffic access. Do I want a bridge in my community? Certainly not one of this magnitude or one which will generate traffic of this density! Should you accept, or support a project which will erode the lifestyle of your family or a neighbor? Certainly not!

If the single site is the proposed solution I would not recommend acceptance. The solution cannot be achieved with a single 4 lane site unless freeway traffic is allowed. I would not recommend this highway and bridge as sited, and certainly not without regional and public input and involvement.

Sources/references:

The Fox Expressway Environmental Committee-Northern Section Report & Recommendations
(1992)
Deicing Salt Dispersion and Effects on Vegetation Along Highways-1991 Case Study: Deicing Salt Deposition on the Morton Arboretum
Forecast Travel in the Fox Valley Corridor-CATS Chicago Area Transportation Study-1991
Traffic Noise and the Effects on Human Health-Yracheta-1991
Gaseous Emissions From Motor Vehicles-Mustafa-1991
Hazardous Substances-Dreyer-1991
Wild Plants and Natural Areas of Kane County-Young-1986
National Environmental Policy Act-43 CFR55978-56007
Land Resource Management Plan 2020-Kane County, Illinois-1996
IDOT Illinois Department of Transportation Air Quality Manual
Draft Environmental Impact Statement and Section 4(f) Evaluation-Fox River Bridge Crossing-Kane County, Illinois
Final Environmental Impact Statement-Fox River and Tributaries-US Army Corp of Engineers-July 1984 *Aquatic Life Profiles-Mollusk, Fish, Bird Life-Endangered and threatened Species*
IDOC Illinois Department of Conservation Fox River Mussel Survey-1990

FOX RIVER BRIDGES PROJECT
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DRAFT ENVIRONMENTAL IMPACT STATEMENT
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May 1998

BOLZ ROAD BRIDGE
RESPONSE

JULY-1998

BOLZ ROAD BRIDGE/HIGHWAY--OBSERVATIONS/RECOMMENDATIONS
Lee Barrett-34W049 Fox River Drive-Dundee Township-Kane County, Illinois

1 The following comments are responsive to the Draft EIS by Chapter & Page as
2 indexed in the report.

3
4 Page #S-1

5
6 Proposed Action

7
8 "The proposed action...is the construction...of...new crossings of the Fox River."
9

10 The statement should be changed to include "I90 as a frontage road crossing with a
11 toll free ON-OFF for local traffic. It should also be noted that the Village of
12 Algonquin is not participating currently with the Kane County corridor study-nor has
13 the impact of the Algonquin bypass been considered. The Algonquin study (not
14 inserted) has established a need for the Bolz highway to solve the Algonquin
15 transportation problems without allowing Carpentersville, East & West Dundee to
16 participate.
17

18 The EIS addresses the corridor within Kane County and should integrate McHenry
19 County programs and needs. This relationship is essential to evaluating a regional
20 solution. In general the report addresses impacts only upon those elements directly
21 within the path of construction. Impacts of noise, vibration, salt migration, road
22 pollutants, and flooding are addressed as items which will be managed as best as
23 possible, or permissible. The EIS should not simply list the issues as not significant
24 but should indicate the actual proposed mitigation.
25

26 The EIS data does not include demographics adjusted to indicate the impact of the
27 South Suburban Airport constructed. The impact of the SSA will redirect
28 development and demographics.
29

30 The following comments are responsive to the Draft EIS by Chapter & Page as
31 indexed in the Table of Contents TOC-1 through TOC-16 dated May, 1998. Responses
32 and comments to the report elements follow the report quote/tag.
33

34 SUMMARY
35

36 Page#S-1
37

38 "An evaluation of the possible alternatives indicated that only new bridges would
39 satisfy the project need."
40

41 Viable alternatives include:

42 A second east-west bridge north of Algonquin

43 A second east west bridge using County Line Road to Souwanas in Algonquin

44 I-90 toll free access between 25 & 31

45 I-90 parallel frontage and local bridge between 25 & 31

46 Complete the 4 lane extension of Rt 72 to Randall Road

47 Page#S-2

8

49 "There are no other proposed major activities in the area that are relevant..."

50

51 The Algonquin Rt 62 project is in progress and is directly related to the east west
52 traffic loading. This project is so closely related that it is referred to in the
53 Algonquin plan. Growth in McHenry County is the major reason that the bridges are
54 being considered.

55

56 A "ring" road is planned to accommodate traffic through the collar counties. Growth
57 has occurred in a five mile band around Chicago every decade. As the urbanization
58 expands infrastructure has followed. The insertion of the ring road and its impact
59 should be considered.

60

61 The south suburban airport "SSA" is becoming more and more a reality. The
62 migration of commerce and population to the proposed site should be considered.

63

64 The Rt 47 corridor and Randall Road widening will significantly alter traffic patterns
65 when completed

66

67 Page#S-3

68

69 "The benefits of construction...are"

0

71 The project does not complement the **2020 Land Resource Management Plan** and
72 this comment should be moved to the "adverse impacts" paragraph below. The project
73 encourages sprawl. As higher speed highways are developed the time to destination
74 is reduced. This allows development to reach further as time of travel is reduced. An
75 analysis of impacts by the County Development Department with commentary
76 should have been included. That analysis is conspicuously absent from the report.

77

78 The enhanced access to developing areas will generate more traffic, and consequently
79 more sprawl. As travel time is reduced population density will increase.

80

81 Community cohesion is not a function of high traffic highways. The road will not
82 provide access to the communities adjacent to it; nor will it encourage use of local
83 shopping centers. It will remove a portion of an existing park and deny ready access
84 to the remaining recreational space.

85

86 "The adverse impacts...are"

87

88 The neighborhood traffic east of the river will be funneled to Rt 25 through local
89 streets (Amarillo Drive) . This will deteriorate the character of the neighborhood and
90 elevate the traffic. The diverted traffic will conflict with local traffic and established
91 neighborhoods.

92

93 The noise, vibration, emissions and salt migration to the remaining homes will
4 depreciate the quality of life and value of the residential community beyond the
95 immediate corridor.

96
97 The Fox river is essentially uninterrupted by bridges, roads and structures in this
98 specific reach. The bridge and highway will not only interrupt the current quality of
99 this natural area but aggressively diminishes the work done to date to maintain and
100 restore that natural and recreational capacity.

101
102 CHAPTER ONE
103 PURPOSE AND NEED FOR THE ACTION
104

105
106 Page#1-1

107
108 "Serve proposed land use in conformance to Kane County's 2020 Land Resource
109 Management Plan..."

110
111 The purpose of the bridge is to solve the Algonquin and McHenry County traffic
112 problems. The purpose and use indicated for the wester areas are Ag Priority. The
113 Planning Partnership Areas council for the Upper Fox is not mentioned in the EIS.
114 The Algonquin study does; however, rely heavily upon the Bolz corridor being
115 implemented to solve their traffic problems through 2020. The verbiage should be
116 revised to reflect the actual need and purpose.

117
118 Page#1-4

119
120 The population growth chart and assumptions are based on data which does not
121 consider the South Suburban Airport (SSA). The chart should be revised to include
122 that data available from the Northeastern Illinois Plan Commission (NIPC) and
123 assumptions adjusted. This comment should carry through the entire report in that
124 population and commercial density are the basic premises of need.

125
126 Page#1-6

127
128 SSA impact not included in projected traffic-see page 4 comment.

129
130 Page#1-11

131
132 "1.1.3.3. Serve Proposed Land Use"

133
134 The project is not aligned with the 2020 plan. The section reiterates the goals of the
135 plan and then generally ignores them. The highway and bridge project collides with
136 the 2020 planned approach to Environmental Considerations, Natural Resources,
137 Agricultural Preservation, Historic Preservation, and Cooperative Planning. The fact
138 that the EIS addresses these issues by reference

139 in no way indicates accordance.

140

141 Page#1-15

142

143 SSA impact not included in projected traffic-see page 4 comment. It is important to
144 note the impact of the Algonquin population as the prime need factor from table 1.2-
145 1.

146

147 The Route 72 congestion currently is a product of construction at the I90 and Rt 62
148 sites, as well as the incomplete extension of the widening from Rt 25 to Randall
149 Road. The necking down of 73 west of Dundee substantially increases travel time
150 during peak periods.

151

152 CHAPTER TWO

153 AFFECTED ENVIRONMENT

154

155 Page# 2-1

156

157 The population growth chart and assumptions are based on data which does not
158 consider the South Suburban Airport (SSA). The data should be revised to include
159 that data available from the Northeastern Illinois Plan Commission (NIPC) and
160 assumptions adjusted.

161

162 Page# 2-2

163

164 The population growth chart and assumptions are based on data which does not
165 consider the South Suburban Airport (SSA). The chart should be revised to include
166 that data available from the Northeastern Illinois Plan Commission (NIPC) and
167 assumptions adjusted.

168

169 Page#2-3/4

170

171 Community cohesion and high volume arterial roadways are not compatible
172 expressions. The availability of public service and emergency functions will be
173 attended to via satellite public safety centers, as are any larger community. Bridges
174 will not solve for ready access to public safety and utility services.

175

176 Page#2.7

177

178 **Agriculture**

179

180 The concerns of the Department of Agriculture and local Farm Bureau should be
181 formally responded to before advancing the project. The Department of Agriculture
182 and the Farm Bureau, et al have responded with concerns. I see no indication that
183 any of the concerns have been resolved or addressed.

184

185 Page#2-27/28

6

187 "Birds"

188

189 I am certain a trained observer given adequate time would have found a greater
190 variety of birdlife. In my casual observations I have seen bald eagles, black crested
191 night herons, European swans, woodducks, the american bronze turkey and a
192 variety of hawks.

193 "Mammals"

194

195 The list does not include the fox. Even the most casual of observers must encounter a
196 fox in the river valley. A neighbor of mine sits and watches the local kits with their
197 mother playing near his back yard.

198

199 Page#2-33

200

201 "Mussels"

202

203 "In 1990 the Illinois Natural Survey evaluated...fish, mussels,crayfish, and vascular
204 plants."

205

206

207

208

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224

225 Page#2-34/37

226

227 "Air Quality"

228

229

230

Much of the area is not required to test for emissions due to the low traffic volume.
Past experience has shown that additional capacity generates additional traffic.

231 Initially traffic will redistribute attracted by the new roadway. Over time the
2 roadway will reach capacity as new development is attracted by lower travel times
233 allowing urbanization beyond the existing travel limits. The most obvious example
234 the Dundee bridge (Rt 72) over this same river. It has been built without adequate
235 adjacent and connecting traffic control or feeders roadways. It is impossible to
236 negotiate during peak traffic periods, and subsequently neighborhood streets are
237 flooded with traffic. The air quality is palpable.

238 239 "Noise"

240
241 Noise criteria is concerned with discernable frequencies within the human audible
242 range (Dba). Levels by frequency. Levels, not necessarily within the Dba range, will
243 disrupt the natural areas as well and should be considered as impacting the river
244 valley and habitat and dwellings. Sound from the I90 bridge carry as far as the
245 Village of Dundee and the best solution is absence of noise. Sound walls carry the
246 burden of enclosure and viewing shed restriction. Placing a four lane highway
247 within and adjacent to a residential area is degenerating, unattractive, and
248 unhealthful. This issue should singularly generate a **fatal flaw** flag. We pioneered
249 "compact, contiguous growth in Chicago in the 60s. Cabrini Green and the Taylor
250 Homes Projects, which were touted as green space projects, are considered a
251 contemporary failure.

252 253 "Special waste"

254
255 Salts (NaCl, KCl) and chemicals used for deicing, while essential for safety, are
256 detrimental to the biodiversity of the watershed. Detention with downstream
257 wetlands designed for filtration are methods of mitigation and require annual
258 maintenance. Who is responsible for maintaining the wetlands and restoration if they
259 become loaded with debris and silt?

260 261 "Visual Resources"

262
263 The state of the current reach of the Fox River that is within the study area is
264 relatively undisturbed by structures. The bridge and traffic will not enhance the
265 current viewing shed.

266
267 Page#2-48

268 269 "Special Lands (Forest Preserves, Parks, etc.), Algonquin Shores Forest Preserve, 270 Fox River Forest Preserve, Hickory Hills Site

271
272 The open spaces and public areas in the study area are essential to the
273 neighborhoods. Infilling will leave these neighborhoods with a still lower quality of
274 life. The highway and bridge will be a bad neighbor generating a noise, heat,
275 emissions and creating a barrier to the park. It will have replaced the park with an
276 unfriendly barrier. This particular neighborhood has access to a relatively open reach

277 of the Fox River through a forest preserve, and has open space available to it
278 partially due to a federally funded forest preserve. No other recreational
279 opportunities exist in the neighborhood. I consider the neighborhood extremely
280 fragile and the impacts will reach deeper than simply the right of way. The indirect
281 impacts are substantial and have not been addressed.

282 CHAPTER THREE

283 ALTERNATIVES

284
285
286 Page#3-1/5

287 **No-Build**

288
289
290 Schools in the district are currently decentralized and a desire for 'neighborhood'
291 schools will continue to drive that concept. Satellite public safety buildings are
292 existing and in process. A bridge will not change that need. Distance and local
293 presence are the driving issues. The existing municipalities share services as needed
294 and have linkage for support. The sense of neighborhood will not be enhanced with
295 insertion of a highway.

296 **Congestion Management System (CMS)**

297
298
299 Signalization and traffic control in consort with improved feeder systems are in
300 process. Rte 72 (Dundee) bridge has yet to be extended to Randall Road (something
301 that cannot be addressed with this funding package). Signal coordination along
302 Route 72 with 25,31, and Randall is incomplete. The bottleneck on 72 in Dundee has
303 not been considered in this report, and it is a driving element to the congestion at
304 that crossing.

305
306 Page#3-6

307 **No-Build Alternative**

308
309
310 Rt 62 is currently being realigned, Rt 72 needs completion, I90 has and will continue
311 to have excess capacity, and the South Suburban Airport (SSA) will redirect
312 development efforts. The utilization of the existing roadways, signalization and
313 traffic control coordinated with existing the current SRA, and preservation of an
314 existing corridor (Bolz Road) for future local traffic is the appropriate action.

315 316 CHAPTER FOUR

317 ENVIRONMENTAL CONSEQUENCES

318
319
320 Page# 4-1

321 **Land Use**

322

323 The constant reference to the 2020 Land Resource Management Plan for Kane
324 County is confusing in that no commentary is contained in the Coordination
325 document Vol 3 of 3. The 2020 Plan is conceptual and is not intended as a regulatory
326 document. As such, a reader could make the same set of assumptions concerning
327 scattered site housing and sprawl. McHenry County has expressed a public interest
328 in controlling 'sprawl' but has been unable to execute control. Much of the concern
329 they published in the 1992 "Choices for the 21st Century: Suburban Sprawl or
330 Managed Growth" are mirrored in Kane today. Overbuilding the infrastructure,
331 agriculture preservation, natural areas.

332
333 The build alternative will not solve the congestion-merely displace it for a time. The
334 ability to travel a longer distance in a shorter will attract development beyond the
335 area of initial concern and the traffic congestion will be regenerated.

336
337 Page#4-2/3

338
339 Displacement of any citizen and the "taking" of property concerns me deeply. The
340 last remnant of despotism rests in the rule of public condemnation. What is the
341 strength of title to property and to what regard is your home held. This is an
342 extraordinary measure to be executed rarely and as a last measure. We cannot
343 replace a family home by relocation or purchase. The taking of property is an
344 adversarial intrusion of trust. The credibility of the Forest Preserve, Park District,
345 DNR, and local government is vulnerable.

346
347 Page#4-4

348 349 **Community Cohesion**

350
351 A high capacity highway will not generate community cohesiveness.

352
353 Page#4-5

354
355 If we remove the park, span the river, increase pollution, remove homes, and
356 degrade the quality of life for remaining homeowners we will not diminish the value
357 of the property adjacent to the highway and bridge.

358
359 Page#4-9

360
361 The credibility of the Forest Preserve, Park District, DNR, and local government is
362 vulnerable. As with other projects intrusion into forest preserves this will be
363 precedent setting as it falls outside the primary mission statement of the agency.

364
365 Page#4-9

366 367 **Transportation**

368

369 I agree that initially noticeable reduction will occur in consort with the 62 bypass
0 and the completion of the I90 construction project. Extension of the 72 widening to
371 Randall will relieve the bottleneck in Dundee as well. The consultant should project
372 years to recurrence of the inevitable congestion.
373

374 **Biology**

375
376 Previously covered

377
378 Page#4-54
379

380 **Energy Resources**

381
382 The increase in traffic over time will increase energy resource usage. A little
383 observed energy usage application is that of imparted energy. The is energy that is
384 the energy needed to mine, produce transport and assemble a project. The cost is
385 obviously expressed in the end product, but the actual energy as a unit is rarely
386 evaluated.
387

388 Page#4-56
389

390 **Summary of Mitigation Measures**

391
392 Cash mitigation for assessable value is obvious. The loss of trust and sense of
393 ownership cannot be compensated. The depreciation of quality of life for a
394 homeowner who had previous access to an open reach of the river or park cannot be
395 compensated. The credibility of a Forest Preserve or Park District cannot be
396 compensated.
397

398 Page#4-60
399

400 The Village of Carpentersville does not support the Bolz Road Corridor. By vote it
401 not supported by the Village Council.
402

403 Page#4-62
404

405 School District#300 has asked that no more development be advanced due to the
406 existing capacity. The road will attract more development and service requirements.
407

408 Park District/Recreation Areas will be infringed upon, become inaccessible or
409 diminished in quality. Similar resources at remote locations cannot replace local
410 parks & recreation.
411

412 The impacts of assessed value do not take into account the property values of
413 adjacent remaining properties.
414

415 CHAPTER FIVE
6 SECTION 4(F)EVALUATION

417
418 See the body of this response

419
420 CHAPTER SIX
421 COORDINATION AND COMMITMENTS

422
423 Page#6-3

424
425 Alternatives are not adequately studied. Impact of area projects are not included. The
426 bridge and roadway are not integrated into an improved feeder system of improved
427 roadways. The system is not locally supported, and is not of primary benefit to Kane
428 County.

429
430 The community was not involved in the planning or siting. No citizens Advisory
431 Council existed and the public eventually responded during 'public comment'-
432 predictably they were very negative and angry.

433 *****End of comments*****

434

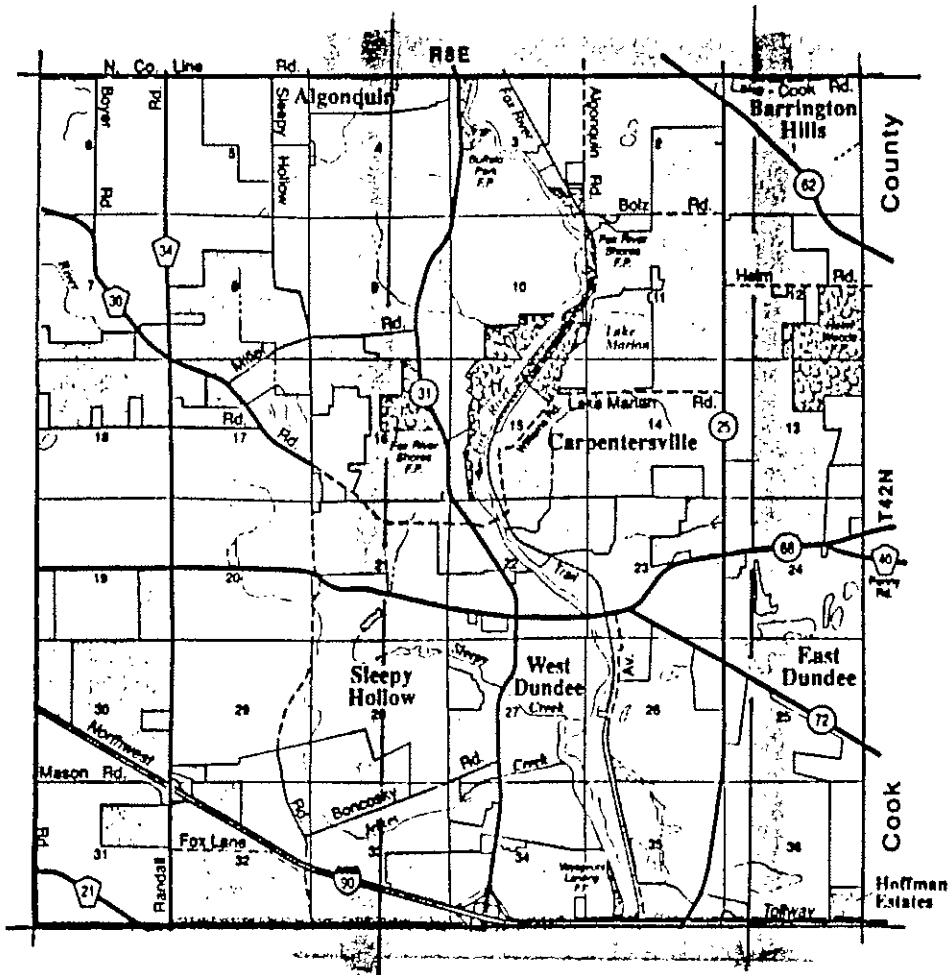
NORTHERN

FOX RIVER
BRIDGE

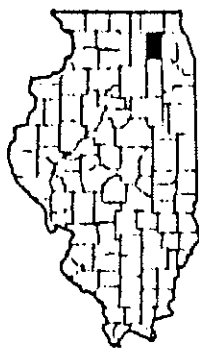
LOCATION MAPS

Proposed
Alternate Siting

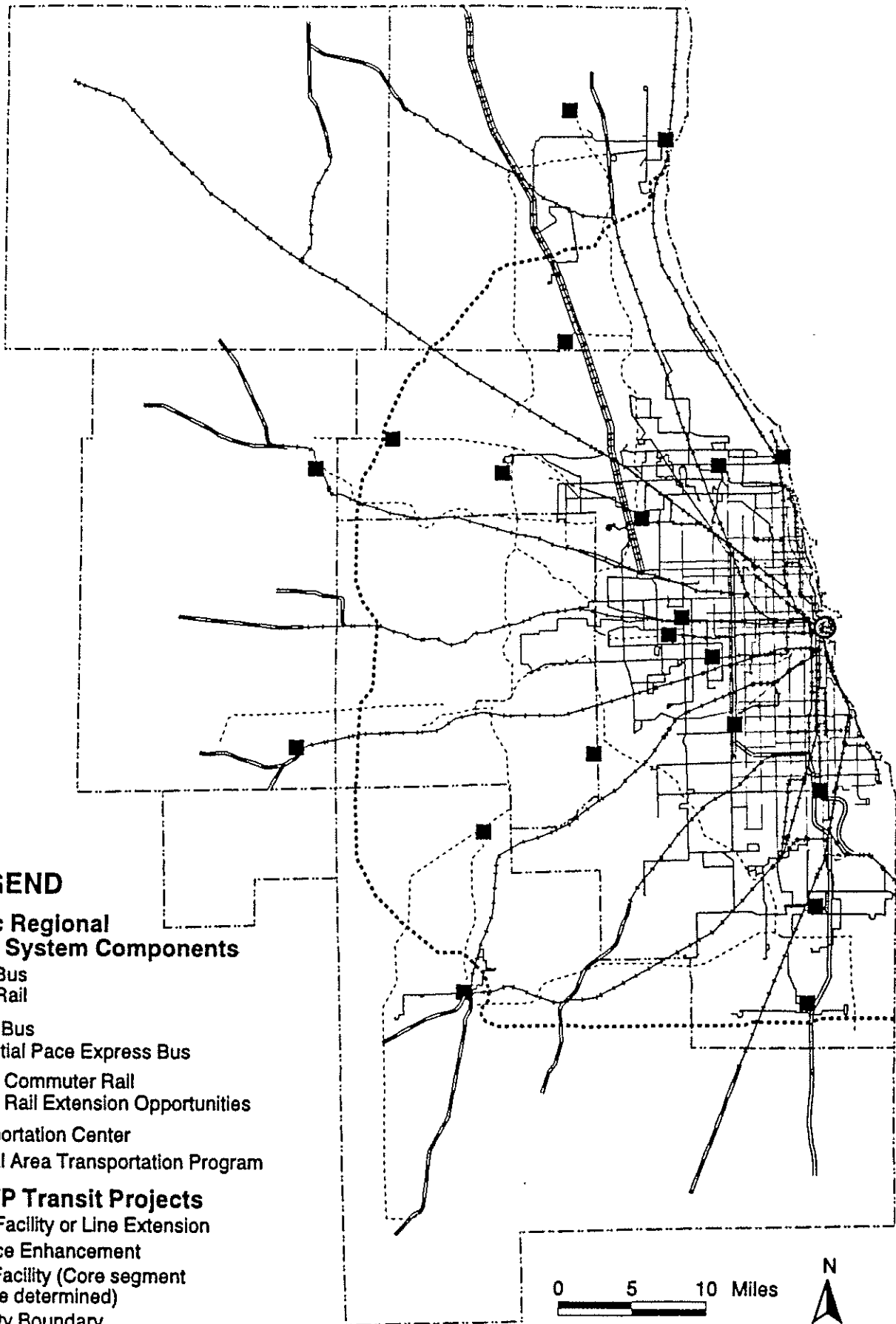
1998



TOWNSHIPS



2020 Strategic Regional Transit System



LEGEND

Strategic Regional Transit System Components

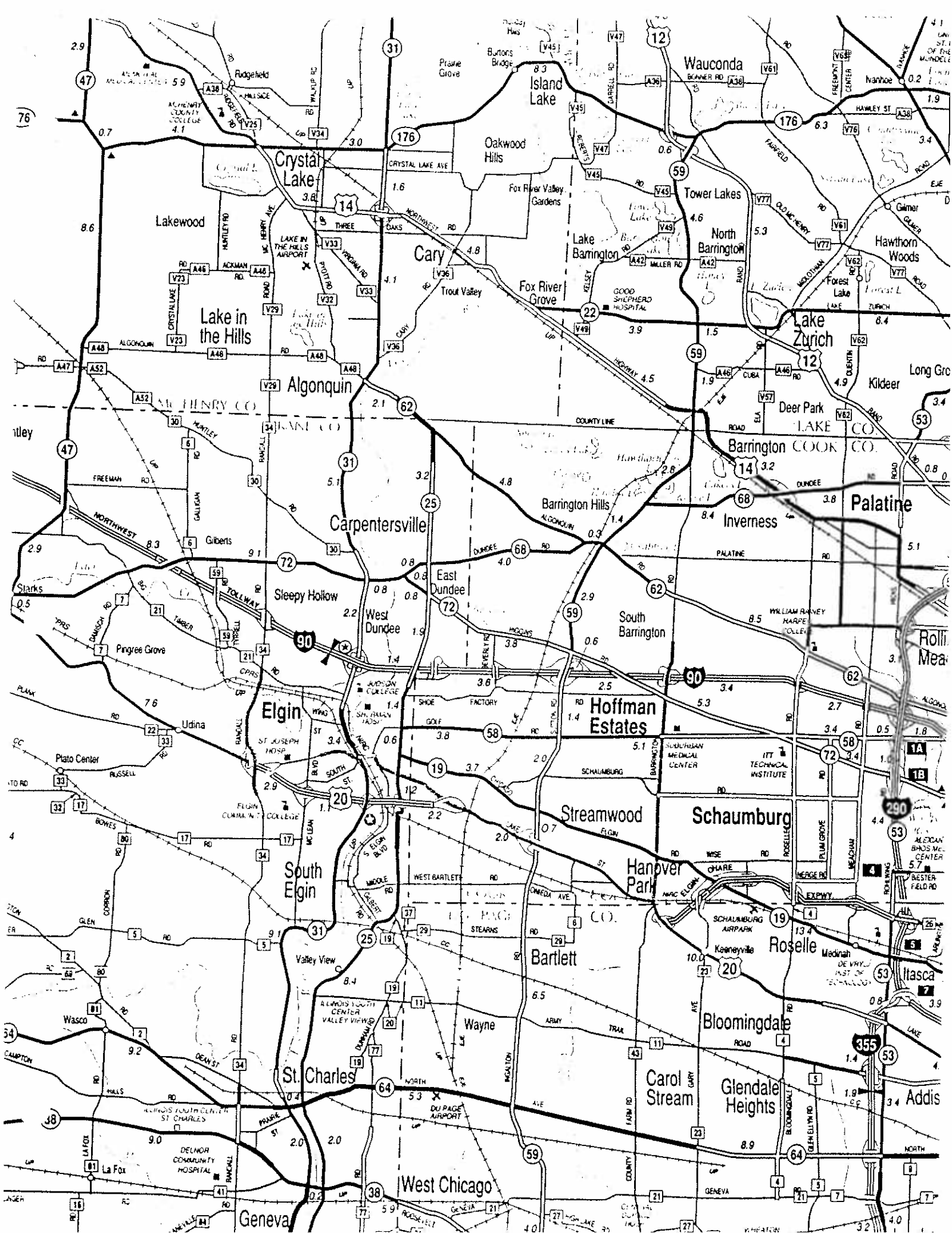
- CTA Bus
- CTA Rail
- Pace Bus
- Potential Pace Express Bus
- Metra Commuter Rail
- Metra Rail Extension Opportunities
- Transportation Center
- Central Area Transportation Program

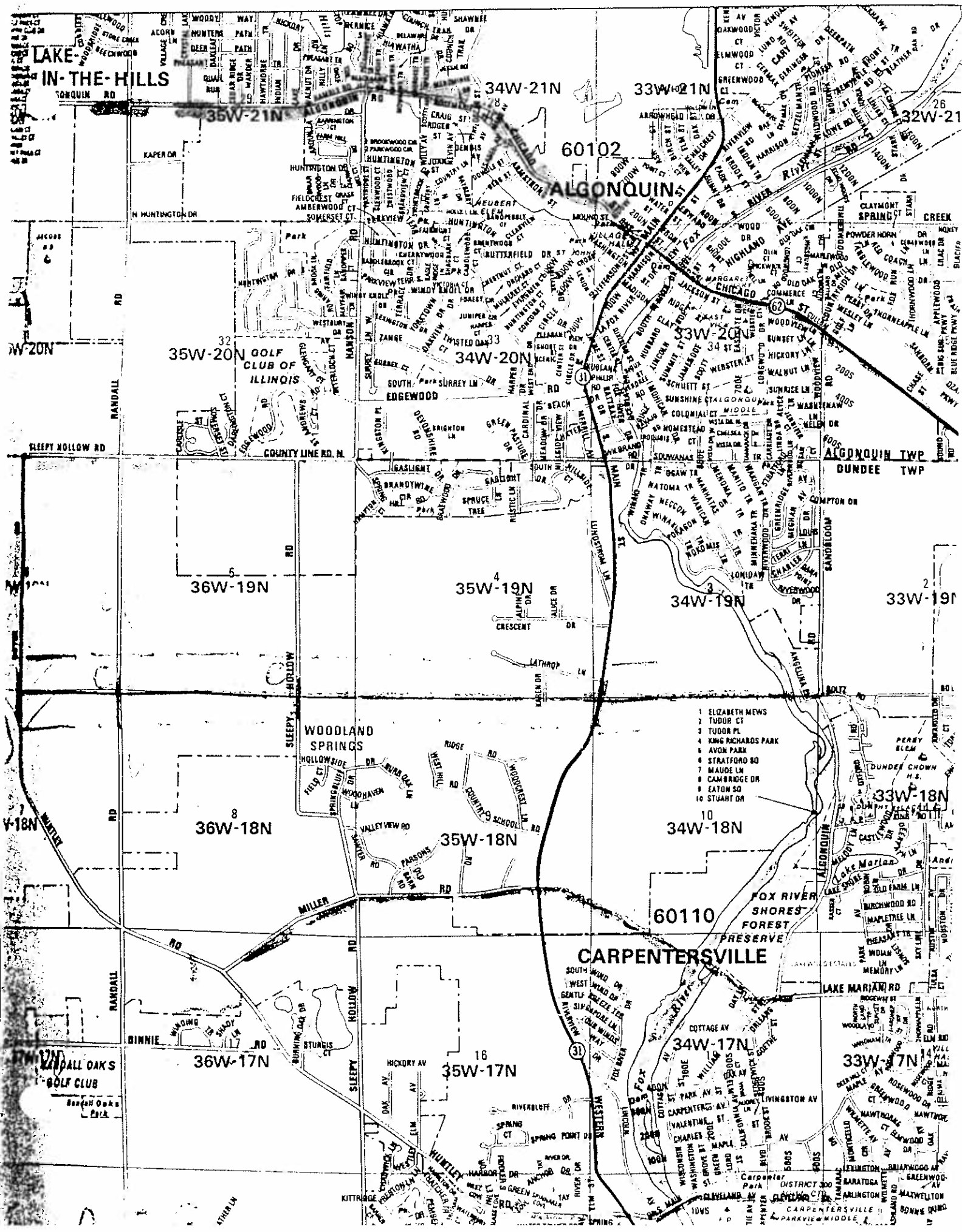
2020 RTP Transit Projects

- New Facility or Line Extension
- Service Enhancement
- New Facility (Core segment to be determined)
- County Boundary

0 5 10 Miles







LAKE IN-THE-HILLS

60102

ALGONQUIN

GOLF CLUB OF ILLINOIS

WOODLAND SPRINGS

CARPENTERSVILLE

FOX RIVER SHORES FOREST PRESERVE

- 1 ELIZABETH MEWS
- 2 TUDOR CT
- 3 TUDOR PL
- 4 KING RICHARDS PARK
- 5 AVON PARK
- 6 STRATFORD RD
- 7 MAUDE LN
- 8 CAMBRIDGE DR
- 9 EATON SQ
- 10 STUART DR

35W-21N

34W-21N

33W-21N

32W-21

35W-20N

35W-20

34W-20N

33W-20

36W-19N

35W-19N

34W-19N

33W-19N

36W-18N

35W-18N

34W-18N

33W-18N

36W-17N

35W-17N

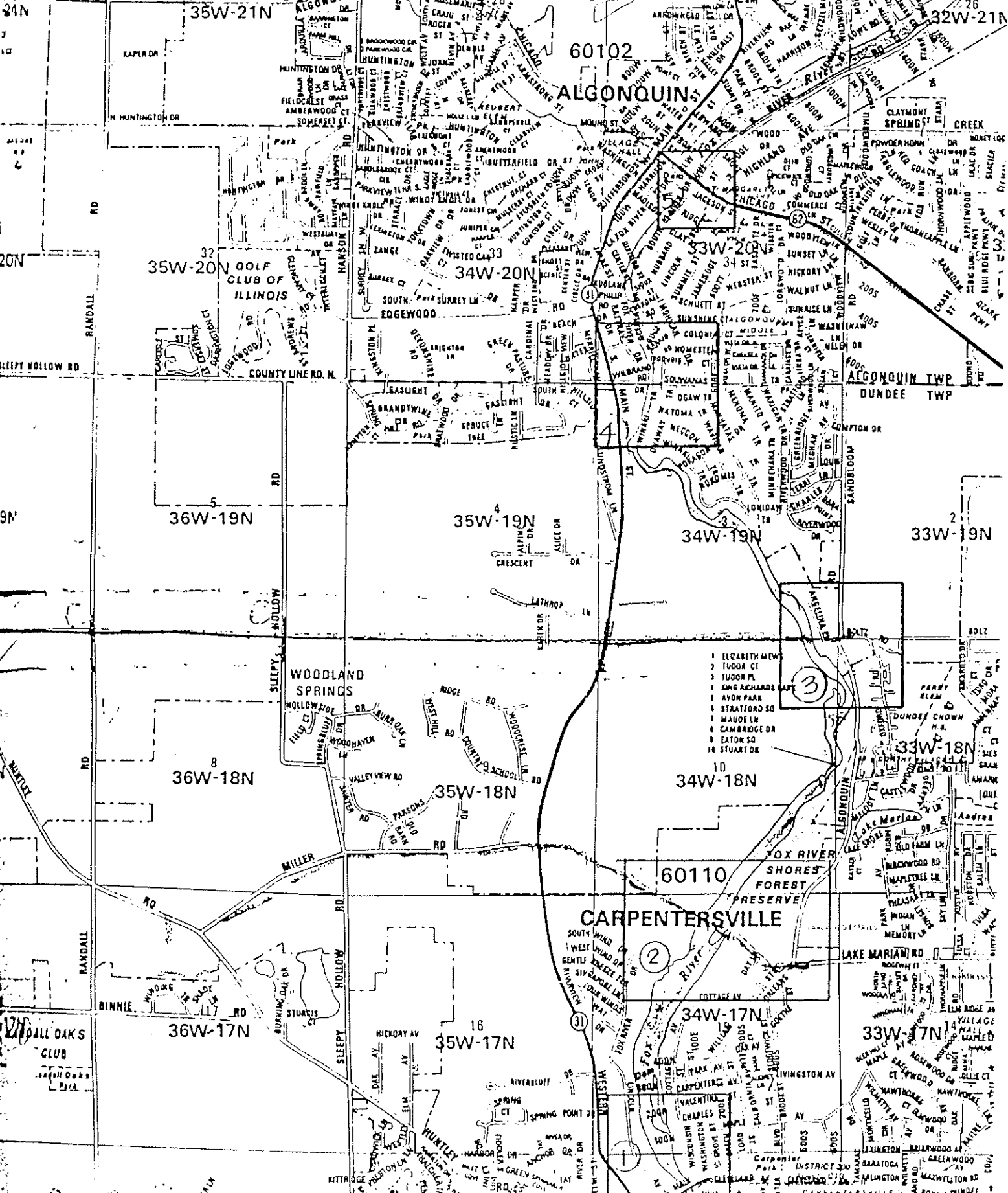
34W-17N

33W-17N

60110

PALL OAKS GOLF CLUB

LAKE IN-THE-HILLS



60102

ALGONQUIN

60110
CARPENTERSVILLE

WOODLAND SPRINGS

FOX RIVER SHORES FOREST PRESERVE

LAKE MARIAN RD

32
35W-20N
DOLF CLUB OF ILLINOIS

33
34W-20N

33W-20N

36W-19N

35W-19N

34W-19N

33W-19N

36W-18N

35W-18N

34W-18N

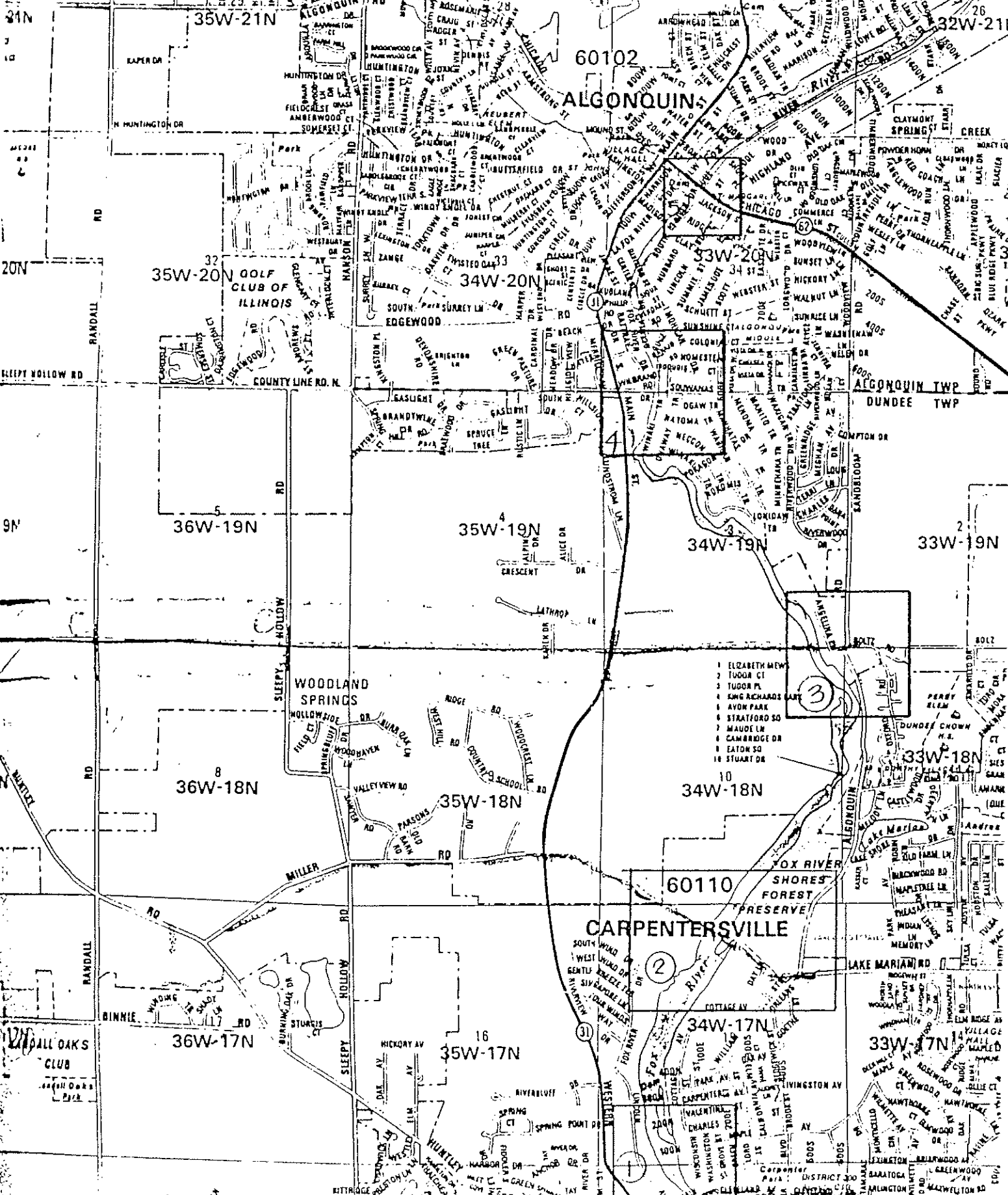
36W-17N

35W-17N

34W-17N

33W-17N

- 1 ELIZABETH MEW
- 2 TUDOR CT
- 3 KING RICHARDS LAKE
- 4 AVON PARK
- 5 STRATFORD SQ
- 6 MAUDE LN
- 7 CAMBRIDGE DR
- 8 EATON SQ
- 9 STUART DR

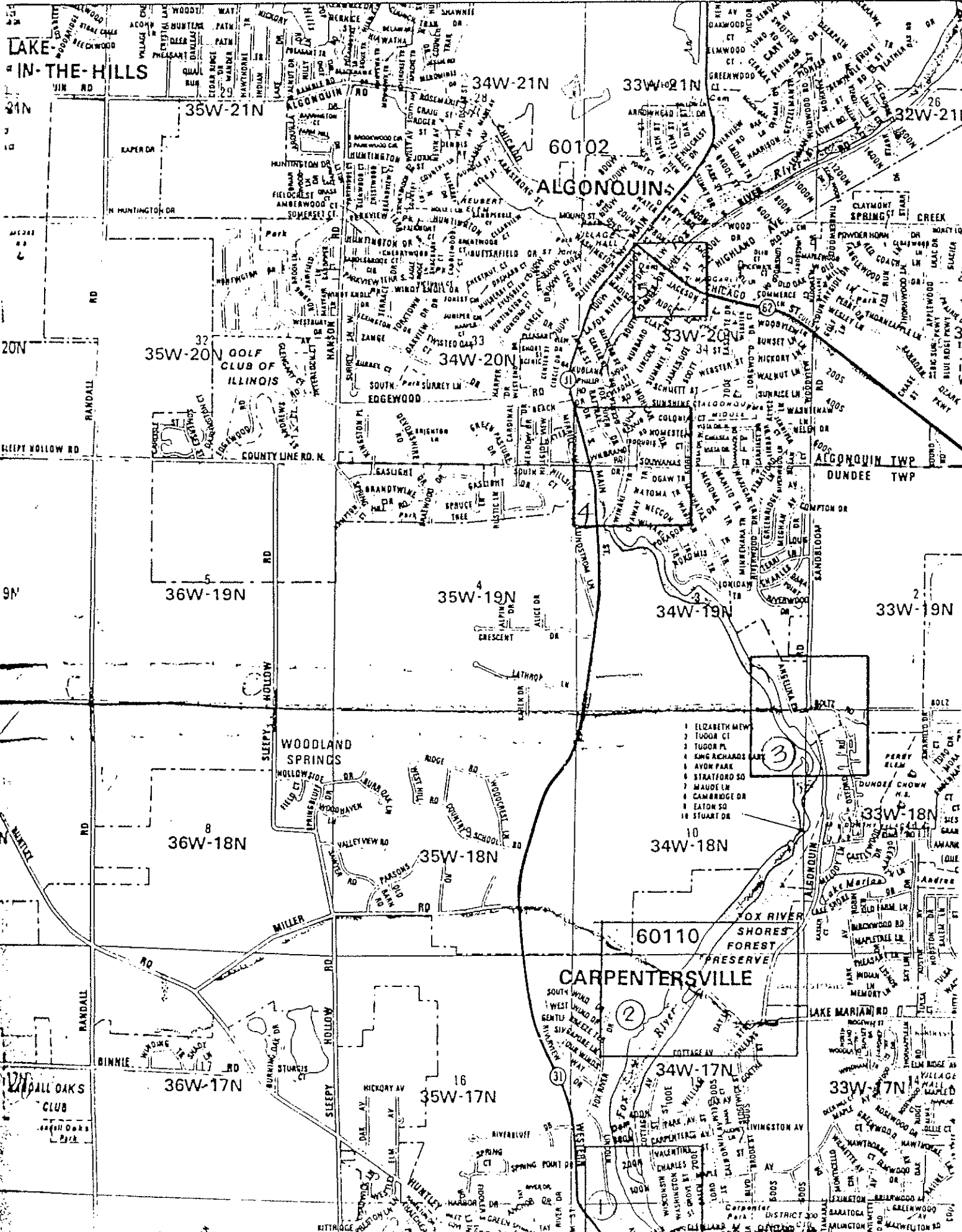


RANDALL RD

SLEEPY HOLLOW RD

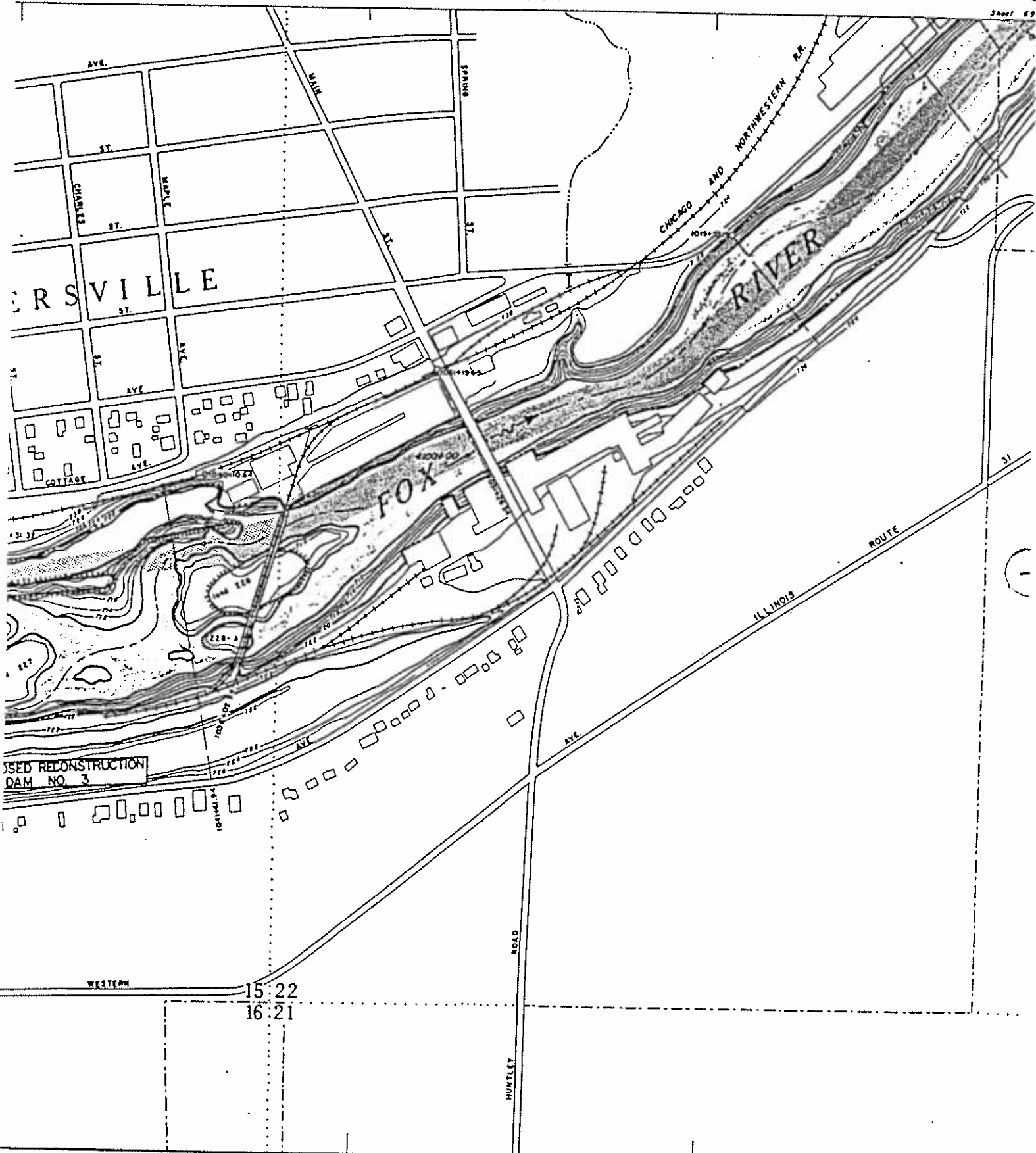
RANDALL RD

SLEEPY HOLLOW RD



SURVEY REPORT FOR DEVELOPMENT OF FOX RIVER
OTTAWA TO ALGONQUIN

Sheet 69



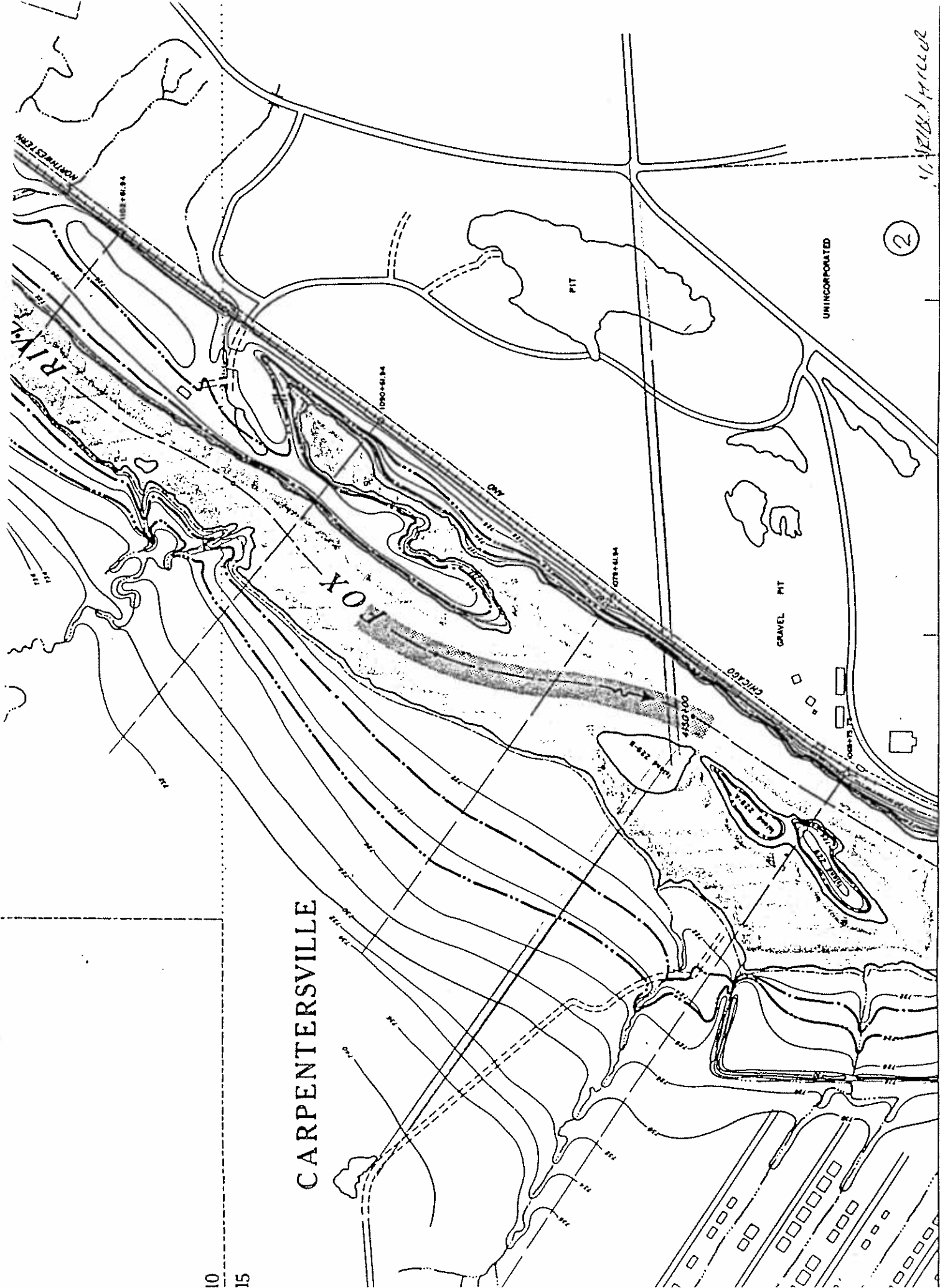
MAP MADE IN PART COMPILED FROM AERIAL PHOTOGRAPHS (G94601)
VERTICAL CONTROL BY DIVISION OF WATERWAYS (E947)



- | | | |
|--|--------|--------------------------|
| —○— 3+00 TRAVERSE STATION (Monumented) | LEGEND | —○— 0+00 THALWEG STATION |
| —○— 3+00 TRAVERSE STATION (Not Monumented) | | ——— WATERS EDGE |
| --- 3+00 CROSS SECTION (Traverse Stationing) | | |

CARPENTERSVILLE

10
15



1827 NORTH AMERICAN DATUM
COORDINATE SYSTEM, EAST ZONE

Sheet 70

CULTURE AND DRAINAGE IN PART COMPILED FROM AERIAL PHOTOGRAPHS,
HORIZONTAL AND VERTICAL CONTROL BY DIVISION OF WATERWAYS.

SCALE
1" = 500 FT.
CONTOUR INTERVAL 3 FEET

LEGEND
--- 3+00 TRAVERSE STATION (Horizontal)
--- 5+00 TRAVERSE STATION (Not Monumental)
--- 8+00 CROSS SECTION (Transverse Structure)

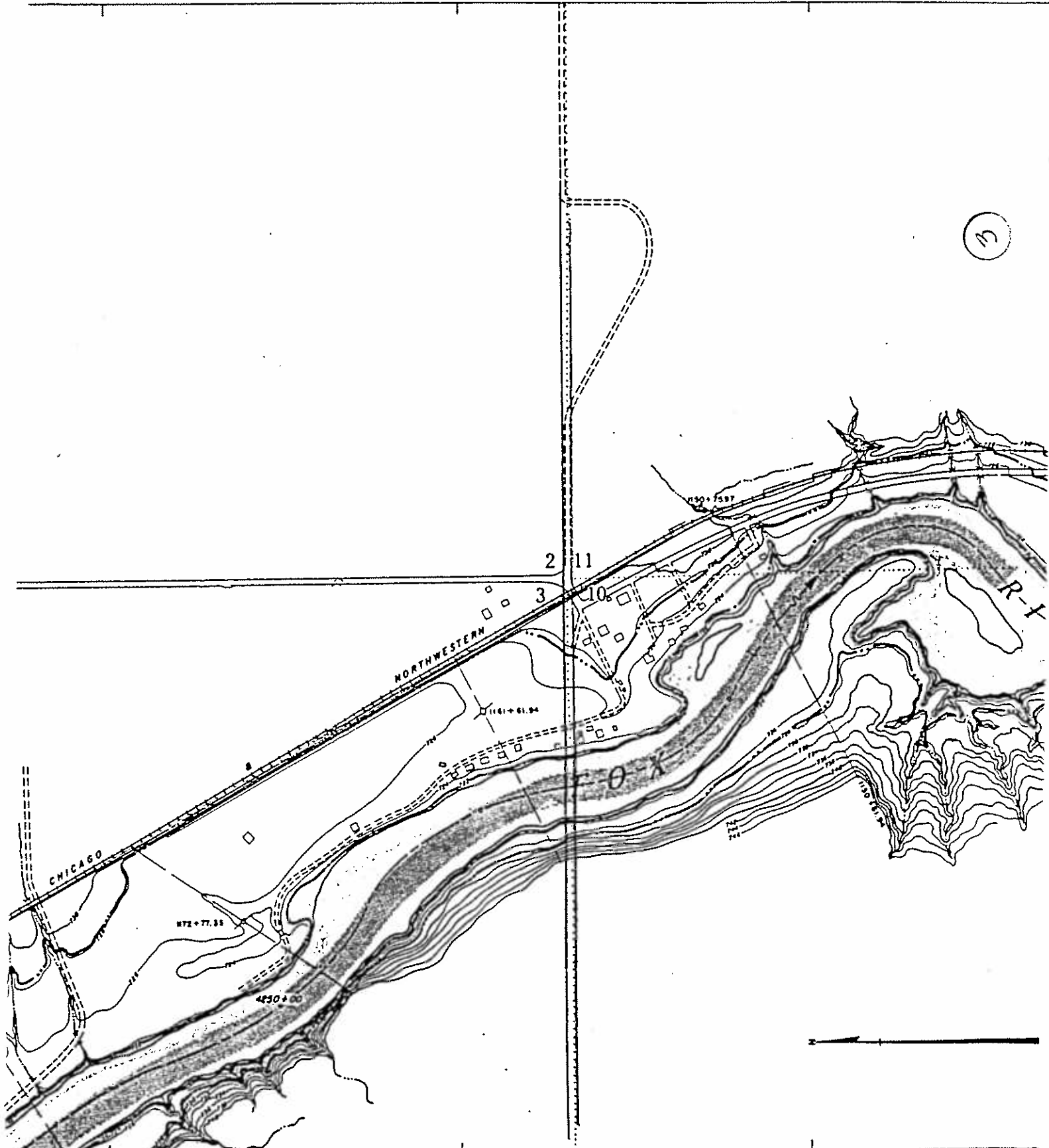
UNINCORPORATED

(2)

11 APR 1968

0+00 THALES STAT
WATERS EDGE

5



AMERICAN DATUM SYSTEM, EAST ZONE

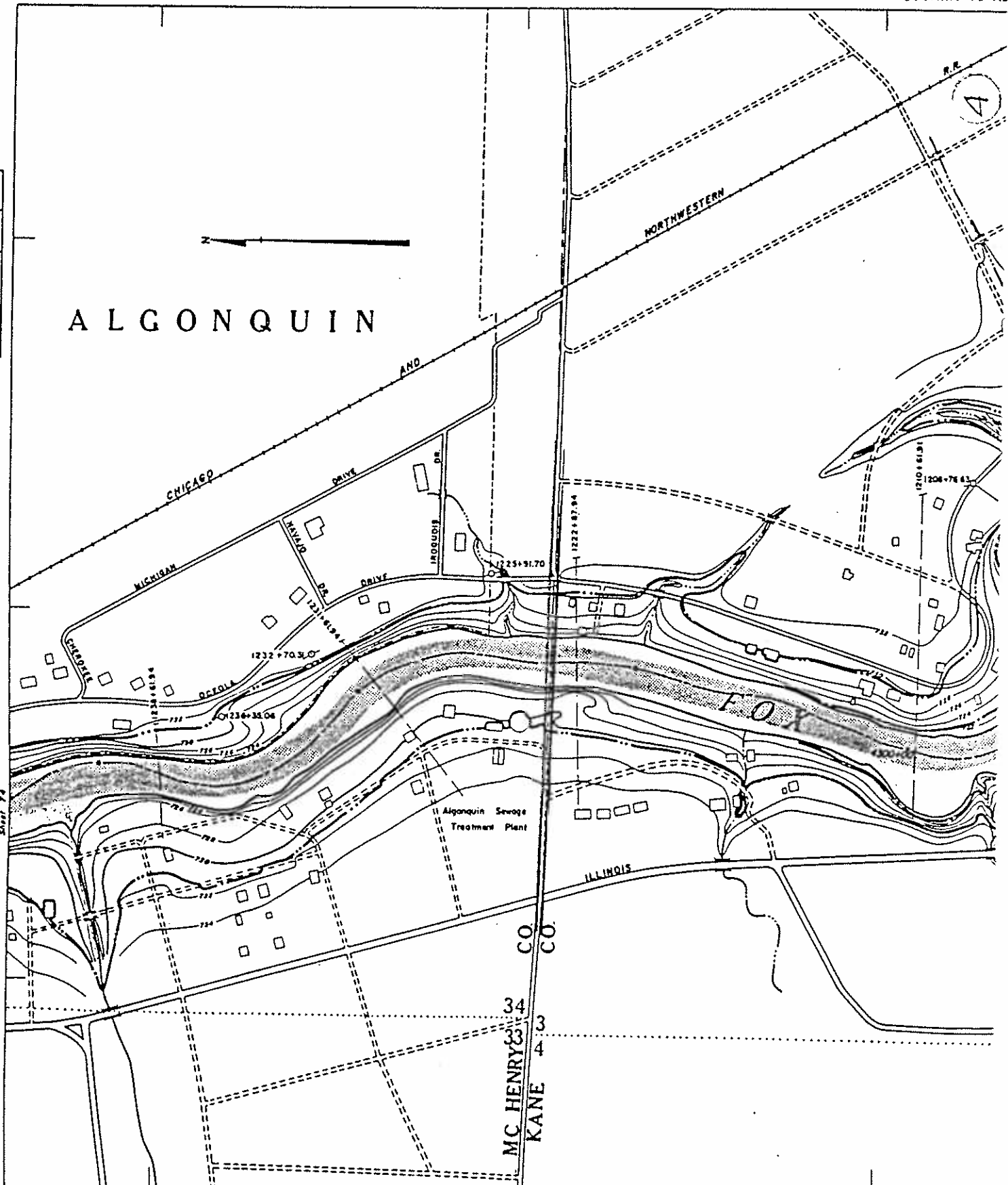
CULTURE AND DRAINAGE IN PART COMPILED FROM AERIAL PHOTOGRAPHS (1960)
HORIZONTAL AND VERTICAL CONTROL BY DIVISION OF WATERWAYS (1947)

SCALE 200 0 200 400 600 FT.

CONTOUR INTERVAL 2 FEET
DATUM IS MEAN SEA LEVEL 1929 ADJ.

— 3+00 TRAVERSE ST.
○ 5+00 TRAVERSE ST.
--- 8+00 CROSS SECTION

DATE	1947
BY	W. H. HARRIS
REVISION LETTER	
DATE	



SURVEYED BY: SRM OFF. DATE: 1947 SURVEY BOOK: 187
 DRAWN BY: SOLID OFF. DATE: 1948
 TRACED BY: SOLID OFF. DATE: 1948

TRANSVERSE MERCATOR PROJECTION 1927 NORTH AMERICAN DATUM.
 1250 FOOT GRID BASED ON ILLINOIS COORDINATE SYSTEM, EAST ZONE.
 MC HENRY - KANE CO TWP 42-434 R8E Sections 33,34,34

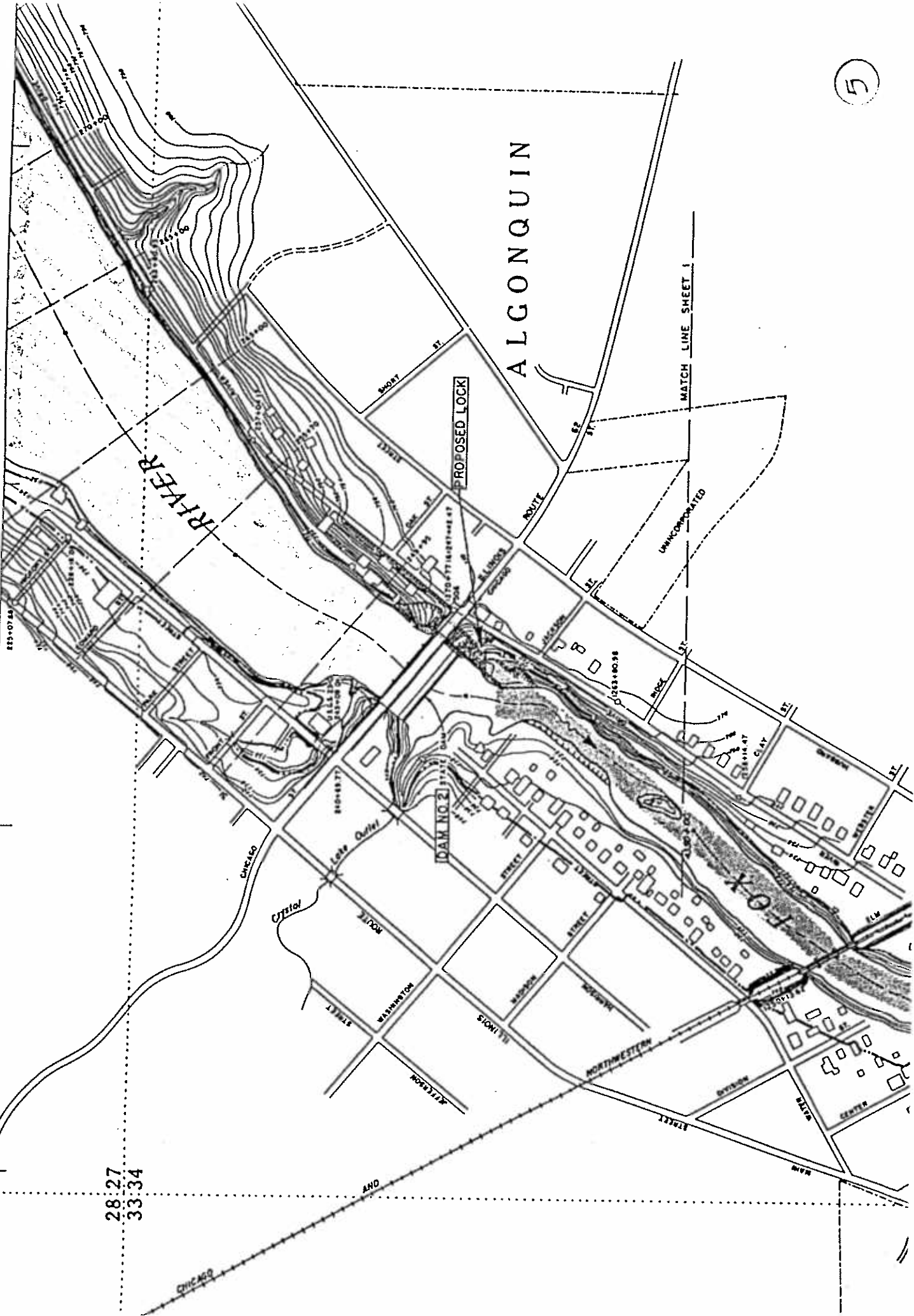
CULTURE AND DRAINAGE IN PART COMPILED FROM AERIAL PHOTOGRAPHS (1960)
 HORIZONTAL AND VERTICAL CONTROL BY DIVISION OF WATERWAYS (1947)

SCALE
 200
 CONTOUR INTERVAL
 DATUM IS MEAN SEA LEVEL

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

28 27
33 34

SURVEY REPORT FOR DEVELOPMENT OF FOX RIVER
OTTAWA TO ALGONQUIN



28 27
33 34

NORTHERN

FOX RIVER
BRIDGE

Carpentersville

Impacts

1998

BOLZ ROAD BRIDGE

VOTER CANVAS
PROFILE
COMMENTS

&

RECOMMENDATIONS

NOVEMBER, 1997
Revisited July, 1998

BOLZ ROADWAY/BRIDGE VOTE PROFILE

The canvas and breakdown indicates a plurality to not construct the highway and bridge. The referendum was intended to show the majority of the voters, not affected by the corridor, would indicate a desire to construct despite the negative impact on a fragile residential community. The opposite occurred. The people that I spoke with were sympathetic to the residents affected, and the voters generally were opposed to the highway and bridge. The breakdown by geographic area only indicates an inclination to construct as long as it is someone else's neighborhood. I have attached a township map-by precinct-to graphically indicate the preference. I have also attached the "Summary of Ballots Cast" for reference.

DUNDEE TOWNSHIP DISTRICTS 21, 23 & 24

WEST DUNDEE

Precinct	YES	NO
01	191	131
04	178	90
16	143	120
28	111	70
<u>SUBTOTAL</u>	<u>623</u>	<u>411</u>

EAST DUNDEE

Precinct	YES	NO
02	77	113
03	157	108
11	164	154
15	115	101
<u>SUBTOTAL</u>	<u>513</u>	<u>476</u>

ALGONQUIN

Precinct	YES	NO
24	104	180
25	551	177
<u>SUBTOTAL</u>	<u>655</u>	<u>357</u>

SLEEPY HOLLOW

Precinct	YES	NO
20	188	115
22	119	75
23	68	47
26	98	79
<u>SUBTOTAL</u>	<u>473</u>	<u>316</u>

BARRINGTON

Precinct	YES	NO
08	49	96
<u>SUBTOTAL</u>	<u>49</u>	<u>96</u>

CARPENTERSVILLE

Precinct	YES	NO
05	35	99
06	49	104
07	109	165
09	28	132
10	51	153
12	40	93
13	40	95
14	23	87
17	44	155
18	128	147
19	36	70
21	49	87
27	83	83
<u>SUBTOTAL</u>	<u>715</u>	<u>1,470</u>

<u>TOTAL</u>	<u>3,028</u>	<u>3,126</u>
---------------------	---------------------	---------------------

KANE COUNTY DISTRICT

21	929	911
23	1,072	1,121
24	336	927

A revisit of the original study does not indicate a benefit to the Village most affected, and the fear that a parallel bridge and road in neighboring communities is considered to be the driving factor in the vote profile.

To formerly record the bias the wording on the referendum should have stated:

***What is your preferred highway/bridge corridor?**

A. Boncosky Road-Sleepy Hollow

B. Bolz Road-Carpentersville

C. Rt 62-Algonquin*

D. None

With all areas to decide whether they preferred a corridor through another community the vote should have been heavily weighted against Carpentersville. The vote indicated that sufficient voters were of a conscience to vote against the intrusion into a residential community rather than simply drop it into anothers back yard. The face-to-face canvas of my district voters affirms a strong desire to maintain the residential quality of the existing neighborhoods.

Recommendations:

Based on the strong public opinion within my district against the highway and bridge I am recommending the following to accommodate the expanding population and the resulting infrastructure:

Forming of a Citizens Advisory Committee composed of volunteers from the communities involved. The Committee should have, at its disposal; the studies for the "regional" approaches, socio-environmental, bio-environmental, economic, Governmental representatives from the County and local bodies and agencies, Transportation, Educational, and Agricultural factions. The body will be headed by a non-voting chair with vice-chairs representing each faction as a central executive committee. The CAC used by the Fox Valley Expressway could be used as a model.

Absent the direct input of a representative committee I cannot recommend accepting the current approach to site a bridge based upon demand of a single community at the detriment of another.

NONPARTISAN ELECTION - NOVEMBER 4, 1997
 LORRAINE P. SAVA, KANE COUNTY CLERK
 SUMMARY OF BALLOTS CAST
 DUNDEE TOWNSHIP

DUNDEE TOWNSHIP
 Bridge/corridor at Bolz Rd

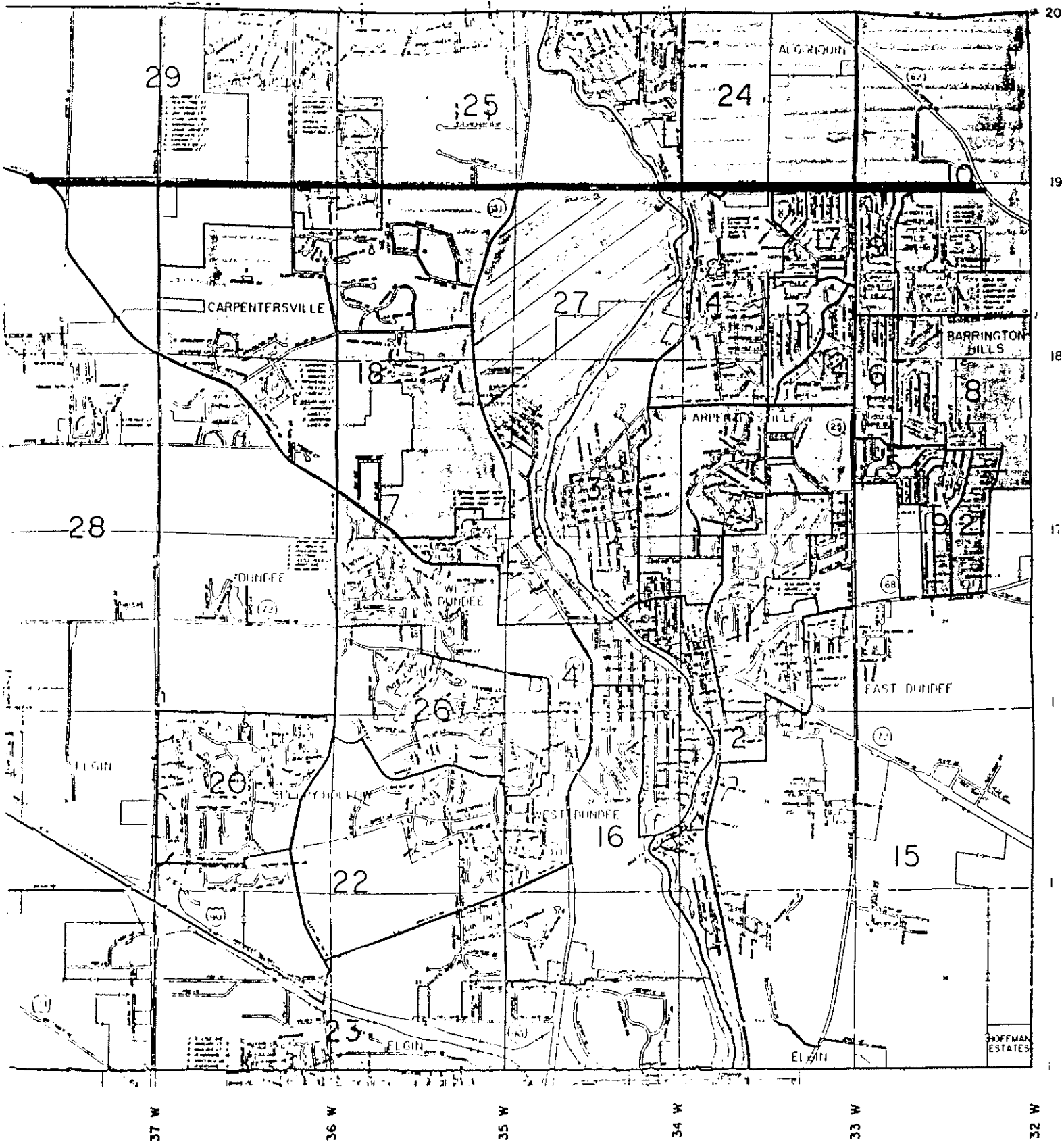
01 N/P YES

02 N/P NO

	01	02
Dundee Twp. 01	191	131
Dundee Twp. 02	77	113
Dundee Twp. 03	157	108
Dundee Twp. 04	178	90
Dundee Twp. 05	35	99
Dundee Twp. 06	49	104
Dundee Twp. 07	109	165
Dundee Twp. 08	49	96
Dundee Twp. 09	28	132
Dundee Twp. 10	51	153
Dundee Twp. 11	164	154
Dundee Twp. 12	40	93
Dundee Twp. 13	40	95
Dundee Twp. 14	23	87
Dundee Twp. 15	115	101
Dundee Twp. 16	143	120
Dundee Twp. 17	44	155
Dundee Twp. 18	128	147
Dundee Twp. 19	36	70
Dundee Twp. 20	188	115
Dundee Twp. 21	49	87
Dundee Twp. 22	119	75
Dundee Twp. 23	68	47
Dundee Twp. 24	104	180
Dundee Twp. 25	551	177
Dundee Twp. 26	98	79
Dundee Twp. 27	83	83
Dundee Twp. 28	111	70
FINAL TOTAL	3028	3126

% VOTING (17)

Yes
No



11

170
171
172

170

McHENRY COUNTY
ALTERNATE
to
FREEWAY CONSTRUCTION

Proposed

1991

December 31, 1991

To : Mr. James Ivers, Chairman
Northern Planning Group
Fox Valley Freeway Citizens Advisory Committee
From : David Goss, Committee Member

Subject: Alternative to Freeway construction

I wish to present, based on my review of the facts presented by CATS and IDOT in November, an alternative to the proposed Fox Valley Freeway in the Northern Region study area. It is not my view that a freeway is warranted now or in the planning horizon being considered by our planning group.

I believe that a freeway is not warranted north of the Northwest Tollway (I-90). I do feel that major road improvements would: serve the southern and central portions of the freeway study area; address problem traffic areas within the northern study area; and take the entire northern study area well into the 21st century with roads adequate to serve the projected population. This proposed scenario is presented in two parts: major additions to the county highway system as defined in the McHenry County Year 2000 Transportation Plan; and improvements to the regional arterial roads (both within and outside the freeway study corridor). While preparing this proposal, I have not considered whether a specific road arterial road improvement is on an approved project list or not.

There are important considerations that hold, whether improvements are new roads or widened major arterial roads:

1. There should be a minimum of access points granted to major arterial roadways: county and local municipal governments must adhere to this planning concept. Curb cuts onto major arterial roads should be minimized: planners should include in their local comprehensive plans roads running parallel (not necessarily frontage roads) to major arterials to collect traffic and reduce pressure for single lot accesses.
2. A new bridge north of Algonquin is essential to good traffic flow in the southeastern portion of McHenry County. Contrary to what bridge opponents proclaim, it is necessary to get due east and southeast without going to I-90 on Randall Road.
3. During the land acquisition process, enough room for 5 five lane section of right-of-way should be purchased, even if only a three lane section is judged necessary at the present time. This will permit future roadway upgrades, if needed.

Page 2
Mr. Jim Ivers
December 31, 1991

4. Regional planning is critical. Major roadway linkages, the protection of right-of-way from curb cuts, etc. must be planned and implemented at the county and municipal level. County and local plans must dovetail. Municipalities must also plan together for regional road linkages that serve a smaller area. Perhaps this could be coordinated by municipal appointments to county-wide regional planning committees.

Major additions

The county transportation plan (for the year 2000) calls for the following major construction efforts that should be included:

1. FAP 420 (the Richmond / McHenry bypass) should be constructed. This roadway should connect with the extension to Route 53 near Grayslake. The road might utilize the Route 31 roadbed north of McHenry or its own corridor, but the linkage between Route 53 and Route 12 in Wisconsin is essential to overall improved traffic flow.
2. A bypass should be constructed around the western edge of McHenry from the new FAP 420 south and east to Route 31. This should be at least a three lane section.
3. A bypass from Route 31 north of Algonquin, crossing the Fox River, and crossing Route 62 at Route 25 must be constructed. South of the county line, this roadway should continue south along the Commonwealth Edison right-of-way and end in an interchange on I-90.
4. A bypass from Route 31 south of Route 14 to Randall Road (already planned and to begin construction in 1992) must be completed.

I feel that the McHenry County plan accurately depicts roadway additions that would lessen traffic congestion within the Fox Valley Freeway study area. Major arterial roadway improvements will enhance the ability of these new roads to serve the traffic needs for decades to come.

Regional arterial road improvements

Improvements to major existing roads are an integral of a comprehensive program. Where intersection improvements are indicated, those improvements include left and right turn lanes and/or traffic control devices, where warranted. Note that many of the suggested improvements extent well outside the Fox Valley Freeway study area, as does part of the proposed FAP 420 and the extension of a new Algonquin bypass to I-90. It is ludicrous to expect that traffic woes can be corrected within a confined area when obvious bottlenecks exist outside that area.

1. Route 62 (extended)

- from Route 47 to Route 31, three lane section with intersection improvements at Miller, Frank, Randall, Hilltop, and Pyott Road
- from Route 31 to Roselle Road (in Palatine), five lane section with intersection improvements at Route 25, Route 68, Route 59, Barrington Road, etc.

2. Route 176

- from Route 14 to Route 31, five lane section.
- from Route 31 to Route 83 (near Mundelein), three lane section with intersection improvements at Barrellville, River, Darrell, Fairfield, and Gilmer Road.

3. Route 120

- from Wonder Lake to Ringwood Road, three lane section.
- from the Fox River to intersection with Route 60, three lane section with intersection improvements at Chapel Hill Road and Route 12.

4. Route 14

- from Route 47 southeast to Cary, five lane section with intersection improvements at McHenry County College, Ridgefield, Three Oaks, and Silver Lake Road.

5. Route 31

- from Route 12 to Route 120, three lane section with intersection improvements.
- from Route 120 to Cary-Algonquin Road, five lane section with intersection improvements.
- from Route 62 to I-90, three lane section with intersection improvements.

6. Route 59

- from Route 12 south to Route 68, three lane section with intersection improvements at Route 22, Cuba Road, Route 14, Lake-Cook, and Barrington Roads.
- From Route 68 to I-90, five lane section with intersection improvements at Route 62 and Route 72.

7. Route 68

- from Route 25 to Route 12, three lane section with intersection improvements at Ela and Barrington Roads.

8. Route 72

- from Randall Road to Route 31, five lane section.
- from Route 68 to I-90, five lane section with intersection improvements.

9. Randall Road (including the Crystal Lake bypass)

- from I-90 to McHenry Ave., five lane section with intersection improvements at Route 72, Huntley, Miller, and Ackman Roads.
- from McHenry Avenue to Route 31 (bypass), three lane section with intersection improvements at Pyott, Virginia, and Pingree Roads.

Page 5
Mr. Jim Ivers
December 31, 1991

10. Route 22

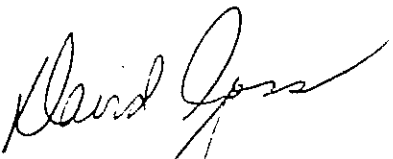
- From Route 14 to Route 83, three lane section with intersection improvements at Kelsey, Ela, Midlothian, Quentin, and Old McHenry Roads.

11. Lake / Cook Road (County Line Road)

- from Route 62 to Route 12, three lane section with intersection improvements

12. Route 47

- from Route 14 to I-90, three lane section with intersection improvements at Route 176, Huntley, and Algonquin Roads.


633 S. BRENTWOOD DR.
CRYSTAL LAKE, ILL 60014-8428

ALTERNATIVES FOR RELIEVING CONGESTION AT RTS. 31 AND 62

On Route 62, match the 5 existing lanes east of Route 31 with 5 lanes west of Route 31, and extending west to, at least, Pyott Rd. Any less would create a massive bottleneck, in view of the fact that Pyott Rd. is the first road to intersect Route 62 west of Route 31. A long right turn only at that point would provide a smooth traffic flow to the north and northwest via Rakow Rd., Virginia Rd., and Route 14.

Improve the intersection of Routes 31 and 62 by increasing the radius of each of all 4 corners to facilitate turning for trucks and cars.

Allow for a right turn on red from Route 31 northbound to go east on Route 62.

The traffic control lights at Routes 62 and 31 must be synchronized with the lights at Route 62 and Harrison Street. They are not now, and never have been (synchronized).

Route 31 north of 62 should be widened enough to provide a southbound left turn only lane for 1/4 mile. The two northbound lanes should be extended to connect to the 2 existing northbound lanes 3 blocks further north. There are now 2 northbound lanes reduced to 1 lane and widened back to 2 lanes 3 blocks later.

On Route 31 provide 2 northbound lanes for 1 full block from Washington St. to Route 62. Simply straighten the curb to accommodate traffic and remove the trees planted there to obstruct traffic. Widen the Route 31 bridge over the creek and restrict parking between 3 p.m. and 6 p.m., the same hours that traffic is restricted on LaFox Drive.

Provide an "in town loop" generally connecting Route 31 from the south, using South Harrison Street, proceeding north of Route 62 onto North Harrison, and then turning onto Route 31 north, from Edwards Street.

Extend Pyott Road from Algonquin Road south to Route 31 in the area of Huntington Drive. Widen Pyott Road to 4 lanes, creating a way to get to Route 31 without going through Algonquin (intersection of Rt. 31/62).

Take out the "no turn" signs on LaFox and the street north of LaFox, allowing traffic to find alternate routes around the Rt. 31/62 intersection, especially for those who would be turning east on Route 62.

Extend South Harrison to Route 31. Traffic would be allowed to go north off of Route 31 to Route 62 and make a right turn onto Route 62 east or go north on Harrison Street.

Provide a longer left turn only lane on Route 62 between Harrison Street and Route 31 going south on Route 31. There would be no left turn from Route 62 (east) onto Harrison Street, utilizing that space for the left turn onto Route 31. (Presently, there are NO westbound through lanes when the left turn bay fills up and blocks the ONLY westbound lane!)

Widen Rakow Road to 4 lanes. Widen Route 31 north of Algonquin to 4 lanes.

Construct an elevated road over the Route 62 bridge for through east/west

traffic. This has been done in many other areas

Construct a local bridge, crossing from South Route 31 near the Village water treatment plant, east across the river, connecting generally in the area of Souwanis Trail and continuing the connection via/roadway to Sandblom Road/Route 62.

These "Alternatives" were suggested by citizens of the area and forwarded to us as members of the Transportation Advisory Committee for the Study.

David L. Mengler

Lou Anne Majewski

Name of Organization _____
Name of Representative _____
Phone No. _____

We would be available for: (Please check appropriate box
or boxes below)

- Interview with consultant
- Letter to consultant/advisory committee
- Attend and/or speak at public hearing
- Letter to public officials
- Will contact neighbors, friends for public hearings

Thank you for your interest and your help.

NORTHERN

FOX RIVER
BRIDGE

Fox River Mussel

Survey

1990

IDOC Survey Summary
October 29, 1990

Bob Schanzle, IDOC
Fox River Mussel Survey
Stratton Dam to Algonquin

ACTINONAIAS LIGAMENTINA	3
AMBLEMA PLICATA	1 + 1 WEATHERED VALVE
ANONDATA GRANDIS	8
ANANDOTA IMBECILLIS	0
ELLIPTIO DILATATA	WEATHERED VALVE
FUSCONAIA FLAVA	4
LAMPSILIS CARDIUM	13
LAMPSILIS VENTRICOSA	0
LAMPSILIS SILIQUOIDEA	7
LASMIGONA COSTATA	WEATHERED VALVE
LIGUMIA RECTA	WEATHERED VALVES
QUADRULA PUSTULOSA	82
TOXOLASMA PARVUS	0

Billita Jacobsen
1305 Wilson
Carpentersville, IL 60110

December 21, 1998

John Kos, District Engineer
Illinois Dept. of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Mr. Kos:

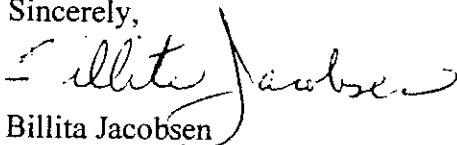
Enclosed you'll find an environmental impact study review of the Bolz Road Bridge and Highway corridor. Please note that it addresses questions that were not answered in the Environmental Impact Statement.

The review raises serious questions about the validity of the E.I.S. For instance, the fact that the Black Crowned Night Heron is rearing young in the corridor, a fact totally unaddressed in the E.I.S. Due to this and other data left out of the E.I.S. I request that you prepare a supplemental statement to the E.I.S. that factually reports on the wildlife and wetlands present in the corridor.

Also, the E.I.S. needs to be revised because of totally incorrect findings it reported. The Carpentersville Village Board officially voted to oppose the Bolz Road Corridor, yet the E.I.S. states that they support it.

I would be happy to meet with you regarding the need for revision of the E.I.S. or have you talk to the biologist who conducted the field studies for the enclosed review. The E.I.S. must address the serious concerns about endangered species in the corridor. I would appreciate hearing from you regarding this matter. Thank you.

Sincerely,



Billita Jacobsen
Co-Chair, Citizens' Action Team

Enclosure

**BOLZ ROAD
ENVIRONMENTAL IMPACT STUDY REVIEW**

Carpentersville, Illinois

Prepared for

LOCAL CITIZENS OF BOLZ ROAD AREA

September 1998

ENVIRONMENTAL PLANNING TEAM... CHICAGO
101 WAUKEGAN ROAD, SUITE 960
LAKE BLUFF, ILLINOIS

Environmental Analysis for Potential Bolz Road Bridge Site

The Environmental Planning Team reviewed the existing draft Environmental Impact Statement for the proposed bridge crossing of the Fox River at the Bolz Road site and is providing an analysis of portion of the Environmental Impact Statement and Supplemental Field Data related to the proposed Bolz Road Site.

Finding Number 1: The Environmental Impact Statement is considered to be incomplete in terms of addressing the area at Bolz Road and did not provide any in depth data concerning migratory and resident bird species for the site. In our brief evaluation of the area we noted that the Fox River was being used as a rearing area for at least one State Endangered Species, the Black Crowned Night Heron based upon multiple observations of an adult and juvenile in the area. We were not able to determine if there were nesting sites in the area due to the timing of the study. Further, we noted use of the immediate corridor by several other State listed species as noted in the report.

We had determined that we should try to make observations at the proposed site during differing time periods of the day to obtain the best records we could for the use of the area by birds. The data in the report provides a good record of usage of the area for a single season. The area would have substantially more usage by other birds during times on migration.

Finding Number 2: The forested floodplain wetland areas located along the Fox River were not included in the EIS document. A brief vegetative analysis of the vegetation in this wetland area is included in the report. The forested floodplain wetlands are located along the existing bike path at the foot of Bolz Road. This forested floodplain area is the habitat for a wide variety of furbearing animals, amphibians, reptiles, and birds.

Placement of bridging structures within this floodplain wetland will cause a disruption in the heavily forested corridor that is used by the local wildlife. The construction and the continuing maintenance of the bridge at this point will cause the habitat to be fractured with a resultant impact on the movements of wildlife in the area. Clearing trees to construct the bridge will open the canopy of the area and will allow light to penetrate to the forest floor for longer durations. This will have an impact on the vegetation in the area and will cause shifts in species of plant dominance.

Finding Number 3: The EIS was not very specific on how stormwater from the bridge would be handled. We have no idea where the stormwater basins for the bridge would be located and therefore we can not begin to predict the impacts on the landscape.

Finding Number 4: It is our opinion that the EIS does not address the impacts on wildlife from a viewpoint of disruption of a substantial corridor along a major migration route for birds. There are a number of studies that indicate that the most severe impact on species diversity for animals is the fracturing of the habitat. Fractured habitat allows invasive species into the area, allows shifts in species diversity and dominance and therefore impacts the overall habitat.

The EIS does not contain sufficient information to fully quantify the area potentially impacted.

We had discussed our initial findings of the State Endangered Species with the U.S. Fish and Wildlife Service office in Barrington. They were unaware of the existence of the endangered species of birds at the site. This is probably indicative of other data for the site also. Unless specific organized studies are conducted for a site, one can only guess at the variety of wildlife at a site based upon some brief observations. We were unable to find detailed fish study reports for this segment of the river.

Besides the impacts on wildlife, there are a number of impacts on humans, some are directly related to the loss of habitat, while other impacts are related to the actual loss of property. Fracturing the habitat will impact on bird watching in the area. There will be losses in aesthetics (visual and noise levels) by pedestrians and bikers.

Finding Number 5: The recreational use and potential of the site is not well documented. We noted that the area is generally used by a number of persons for fishing. The proposed bridge will have an impact on this recreations feature by increasing noise, making the site less available to fishermen, and changing the geometry of the river bed and the use of the river by fish. Any structure placed in the river to support the bridge will impact the geomorphology of the river. The impacts should be quantified in terms of displaced fishing habitat, stream bank erosion, floodplain displacement, losses of trees on the river bank, and any potential losses of fast land due to erosion.

The bridge will impact on the use of the bike path in the area with both short term and long term impacts. We would also predict that the shooting range will be closed and this area will be used for other activities.

Summary of our Analysis: We do not consider the EIS to be adequate at this time. We have been told that the funds for this project are not available at this point. There is sufficient time for the agencies to take a hard look at the corridor and collect vital data that will provide a reasonable basis for decision making. We would encourage the agencies to collect pertinent information and get reasonable answers to questions on impacts for both the human and natural environment.

This potential project will have significant long lasting and far reaching impacts on the community and sufficient data should be collected and reviewed before any far reaching decisions are made that impact the natural resources of the Fox River Valley.

BOLZ ROAD ENVIRONMENTAL IMPACT STUDY REVIEW

CONTENTS:

1. Bird Survey
2. Wetland Identification
3. Vegetation and Cover Type
4. Field Notes

1. BIRD SURVEY

The bird survey was conducted from September 8, 1998 to September 13, 1998. The location of the observations was in the bridge corridor on the Fox River at 18N038 Angelina Pl. Carpentersville, Illinois. Several species of birds not documented in the Fox River Bridges Environmental Impact Statement,(E.I.S.), were observed. These included several species designated as endangered or threatened by the Illinois Endangered Species Board. The endangered species included the Sharp-shinned Hawk, Red-shouldered Hawk, Black-crowned Night Heron and the Osprey. The threatened species observed was the Double-crested Cormorant. (See attached list).

2. WETLAND IDENTIFICATION

The E.I.S. identified six wetlands in the Bolz Road Corridor. An additional two wetlands not identified by the E.I.S. were found along the bike path north of Bolz Road. The wetland occurred on the east and west of the path and continued north out of the bridge corridor. (See Plant List). These wetlands are in an area that could be impacted by the placement of bridge pilings. No threatened or endangered plants or animals were found.

3. VEGETATION AND COVER TYPE

Brunner Farm--The upland forest located on the west bank of the Fox River consisted of Red, White and Bur Oak. The under story was mostly Buckthorn and Box Elder with some Sugar Maple. Leatherwood and Bishops Cap both considered rare in Kane County (Kane County Wild Plants & Natural Areas, 2nd Edition by Dick Young) were reported from the area but were not found. (See an attached plant list). No threatened or endangered animals were found.

Angelina Road--The area located east of Angelina Road and west of the bike path was classified as floodplain forest. This area was not identified in the E.I.S. Report. The vegetation in this area was dominated by Cottonwood trees, Black Willow and Canary Grass. (See an attached plant list). This area could also be impacted by the placement of bridge pilings. No threatened endangered plants or animals were found.

Hickory Hills Park--The park is located in Carpentersville north of Woodland School. The park's vegetation is former pastureland, savanna and upland Oak Hickory forest. No wetlands were found in the park. No threatened or endangered plants or animals were found in the park. (See Plant List).

4. FIELD NOTES: Plant List of Hickory Hills Park

Shag Bark Hickory - *Carya ovata*
White Oak - *Quercus alba*
Bur Oak - *Quercus marcocarpa*
Red Oak - *Quercus rubra*
Rock Elm - *Ulmus thomasi*
Slippery Elm - *Ulmus rubra*
Box Elder - *Acer negundo*
Green Ash - *Fraxinus pennsylvanica*
Black Cherry - *Prunus serotina*
Common Buckthorn - *Rhamnus cathartica*
Tartarian Honeysuckle - *Conococlea tatarica*
Smooth Sumac - *Rhus glabra*
Small White Aster - *Aster vimineus*
Old Field Goldenrod - *Solidago rugosa*
Virginia Creeper - *Parthenocissus quinquefolia*
Poison Ivy - *Rhus radicans*
Hungarian Brome - *Bromus inermis*
Giant Foxtail - *Setaria faberii*
Wild Grape - *Vitis riparia*
Mullen - *Verbascum thapsus*
Black Raspberry - *Rubus occidentalis*
False Nettle - *Boehmeria cylindrica*
Black Nightshade - *Solanum americanus*
Chickory - *Chickorium intybus*
Common Milkweed - *Asclepias sullivantii*

Plant List of Area East of Angelina Pl.

Wild Bean - *Phaseolus polystachios*
Wild Strawberry - *Fragaria virginiana*
Old Field Goldenrod - *Solidago rugosa*
Virginia Creeper - *Parthenocissus quinquefolia*
Cottonwood - *Populus deltoides*
Green Ash - *Fraxinus pennsylvanica*
Black Willow - *Salix nigra*
Wild Carrot - *Daucus carota*
Canary Grass - *Phalaris arundinacea*
Red Cedar - *Juniperus virginiana*
Black Locust - *Robinia pseudoacacia*

Smooth Sumac - *Rhus glabra*
Common Buckthorn - *Rhamnus cathartica*
Black Raspberry - *Rubus occidentalis*
Multiflora Rose - *Rosa multiflora*

Plant List of Area West of Bike Path

Moneywort - *Lysimachia nummularia*
Clearweed - *Pilea pumila*
Box-elder - *Acer negundo*
Wild Grape - *Vitis riparia*
Ground-ivy - *Glechoma hederacea*
Green Ash - *Fraxinus pennsylvanica*
Catnip - *Nepeta cataria*
Common Nightshade - *Solanum nigrum*
Small White Aster - *Aster vimineus*
Old Field Goldenrod - *Solidago rugosa*
Silver Maple - *Acer saccharinum*
False Nettle - *Boehmeria cylindrica*
Slippery Elm - *Ulmus rubra*
Sawtooth Sunflower - *Helianthus annuus*
Wild Geranium - *Geranium maculatum*

Plant List of Area East of Bike Path

Clearweed - *Pilea pumila*
Common Nightshade - *Solanum nigrum*
Virginia Creeper - *Parthenocissus quinquefolia*
Orange Jewelweed - *Impatiens capensis*
Wild Geranium - *Geranium maculatum*
Green Ash - *Fraxinus pennsylvanicus*
Box-elder - *acer negundo*
Common Buckthorn - *Rhamnus cathartica*
Wild Strawberry - *Fragaria virginia*
Cottonwood - *Populus deltoides*

Note: Water source for the wetlands east and west of the bike path is a culvert that runs under Williams Road to the bike path.

Plant List of Fred Brunner Property

- Sugar Maple - *Acer Saccharum*
- Bur Oak - *Quercus macrocarpus*, up to 25" in diameter
- Shagbark Hickory - *Grary ovata*, up to 9" in diameter
- Slippery Elm - *Ulmus rubra*
- Northern Catalpa - *Catalpa speciosa*
- Green Ash - *Fraxinum pennsylvanica*
- Black Cherry - *Prunus serotina*
- Ground Ivy - *Glechoma hederscea*
- Red Oak - *Quercus rubra*, up to 34" in dia.
- Orange Jewelweed - *Impatients capensi*
- Beggars Ticks - *Bidens frondosa*
- Basswood - *Tilia americana*
- Silver Maple - *Acer saccharinum*
- American Elm - *Ulmus americana*
- White Oak - *Quercus alba*, up to 17" in diameter
- False Nettle - *Boehmeria cylindrica*

FIELD NOTES: Bolz Road Bird Study

Date: Sept. 8, 1998

Time: 8:30 AM

Observers: Pat Kirmse, Doug Ehorn

Location: Fly by at 18N038 Angelina Pl.,
Carpentersville Il.

Species: Double-crested Cormorant

Date: Sept. 8, 1998

Time: 12:58 PM

Observer: Pat Kirmse

Location: Fly by at northeast corner of Bolz
Rd. and Williams Rd, Carpentersville Il.

Species: Sharp-shinned Hawk

Date: Sept. 8, 1998

Time: 1:33 PM

Observer: Pat Kirmse

Location: West bank of the Fox River
directly across from 18N038 Angelina Pl.,
Carpentersville Il.

Species: Black-crowned Night Heron, an
adult and immature were observed roosting
in a dead tree.

Date: Sept. 9, 1998

Time: 9:48 AM to 10:40 AM

Observer: Pat Kirmse

Location: West bank of Fox River directly
across from 18N038 Angelina Pl.,
Carpentersville Il.

Species: Blue Jay, Mourning Dove,
American Crow, Canada Goose, Eastern
Kingbird, Yellow-rumped Warbler, Belted
Kingfisher, Turkey Vulture, American
Robin, American Goldfinch.

Date: Sept. 10, 1998

Time: 8:00 AM to 9:00 AM

Observer: Pat Kirmse

Location: Location: West bank of the Fox
River directly across from 18N038 Angelina
Pl., Carpentersville Il.

Species: Blue Jay, Canada Goose, Mallard
Duck, Ring-billed Gull, Belted Kingfisher,
Great Blue Heron.

Date: Sept. 11, 1998

Time: 6:15 PM to 7:00 PM

Observer: Pat Kirmse

Location: West bank of the Fox River
directly across from 18N038 Angelina
Pl., Carpentersville Il.

Species: Great Blue Heron, Mourning Dove,
Blue Jay, Mallard Duck, Belted Kingfisher,
Ring-billed Gull, Wood Duck, Red-
shouldered Hawk, Immature Black-crowned
Night Heron, Adult Black-crowned Night
Heron, American Robin, Chimney Swift.

Date: Sept. 13, 1998

Time: 6:15 PM to 7:00 PM

Observer: Pat Kirmse

Location: West bank of the Fox River
directly across from 18N038 Angelina Pl.,
Carpentersville Il.

Species: Osprey, Blue Jay, Redwing
Blackbird, American Crow, Wood Duck,
Mallard Duck, Great Egret, Belted
Kingfisher, Great Blue Heron, Ring-billed
Gull, Chimney Swift.

County Hearings on Bolz Highway

426
July 1998

In October 1997 Cty Bd Chairman Mike McCoy was quoted by two local papers saying that the outcome of the Nov. 1997 would weigh heavily in the county boards decision to find a place for a new bridge.

On Nov. 1997, 3,126 Dundee Township residents voted **against** the Bolz corridor even though it was promised that 80% of the funding was coming from the federal government.

Now, nine months later, the Bolz corridor is one of a handful of sites being considered for construction. The voters said no, funding has gone from 80% federal to 95% **local** and the county board still isn't sure whether no really means no.

Not only do you not have anything approaching the kind of money you need to build this boondoggle, it doesn't begin to solve the problem that we have here - congestion! According to a recent ruling of the US District Court in Illinois in Jan. of 1997. [there is a] "...consensus of expert and legal opinion that expanded road capacity generates changes in travel and land activities." That consensus says that increased road capacity means more people travel more often and go longer distances. Mark Hansen ("Do New Highways Generate Traffic?" Access, UC a Berkeley, Fall 1995,) concluded that at the metropolitan level, 90% of increased road capacity is filled with new traffic within four years. Other studies have reached the same conclusion.

The gridlock we have now will be increased by the additional 90% of traffic that goes on a 5.5 mile, four-lane highway. Add the increased traffic drawn to Algonquin's plans for a new big box retail/industrial corridor and the congestion becomes even more impossible. Thousands of new homes will be built at the end of the new highway (squarely in the middle of the critical growth corridor in the County's 2020 Plan). That will create the demand for a dozen or more new schools in District 300. A district that is so critically short of space that it went to the taxpayers for the second time in a year for additional building funds. After being turned down twice District is looking at boundary changes, split sessions and year around school to have space for the children who are already here. And you think Dundee township residents want to spend 50 to 60 million tax dollars to create more congestion?

The majority of Algonquin residents will escape these taxes because they live in McHenry County! Who can blame the Algonquin city council and the McHenry County Board for supporting this project in a big way? Kane Cty taxpayers spend 50 million of local tax funds, use scarce federal matching funds and have the noise, pollution and law enforcement costs to build a road that will enable Algonquin to develop a new commercial/industrial corridor and McHenry Cty residents to by-pass the gridlock in downtown Algonquin and get to their homes and businesses in McHenry. Algonquin and McHenry are ecstatic!!! It is the deal of the century for them!!

Meanwhile, Kane Cty taxpayers will still have to pay for the road improvements that will really relieve our congestion plus the new congestion generated by this ill-conceived bridge.

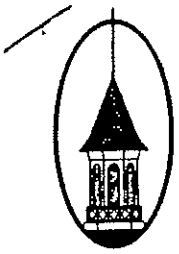
The Bolz highway will provide a direct link between the newly expanded intersection of Rts 62, 68, and 59 and the critical growth corridor west of Algonquin in which the unanimously adopted Kane Cty 2020 Plan says ... "it is critical to prevent urban sprawl." (Kane County 2020 Land Resource Management Plan, P. 70)

The National Academy of Sciences panel reviewing this issue concluded that new road capacity in urban fringe areas generally induces new development and significant new automobile travel.

"Finding 1: Additions to highway capacity that reduce the cost of travel have a decentralizing effect on urban development. This effect is most pronounced when the added capacity provides improved access to developable land in outlying areas."

This bridge/highway corridor subverts the Kane County 2020 Landuse Plan and will significantly increase the congestion that is paralyzing this area now. We can't afford this corridor and it will take a decade or more to get it built when we get our 98% local cost share. We need relief now. Widen the rest of Randall Rd., add turning bays to existing roads and widen some of them. Plan a bridge that meets our needs not federal interstate highway funding guidelines. Listen to the 3,126 voters who said **NO**, we do not want to build the Bolz Highway corridor!

A Susan F. Harney
1218 Timber Dr.
Sleepy Hollow, Ill. 60118



430

Village of Algonquin

The Gem of the Fox River Valley

June 15, 1998

Michael W. McCoy, Chairman and
Kane County Board Members
KANE COUNTY
719 S. Batavia Avenue
Building A
Geneva, IL 60134

RE: Bolz Road River Crossing and Right-of-Way Extension

Dear Chairman McCoy and County Board Members:

As you may know, the Village of Algonquin has supported the development of the Bolz Road bridge and regional transportation corridor. This proposed improvement would not only benefit the Algonquin area, but also most of northern Kane County as has been justified in the traffic studies that have been completed over the last several years by your consultants. To this end, the Village of Algonquin has cooperated to the fullest extent possible by recognizing that corridor within its Comprehensive Plan. Following establishment of the plan, the Village has initiated implementation of this plan by requiring property annexations within the area of the corridor to dedicate the full 150' right-of-way, and, in addition, to construct a two lane curb and gutter roadway so as to minimize future costs and impact in the area. No other corridor being studied in Kane County, that I am aware of, has experienced as much cooperation and support which will translate into a direct financial benefit to the tax payers of Kane County than what has been implemented by the Village of Algonquin.

Attached to this letter is the Village Engineer's estimates of today's cost savings that will not be incurred with the development of the Bolz Road bridge and corridor (identifies Longmeadow Parkway within the Village limits of Algonquin) due to the Village's efforts. From this analysis, you can see that there is a length of 11,600 feet of right-of-way (150 foot average width) consisting of approximately 40 acres of land that would not need to be purchased. Assuming a \$30,000 per acre purchase price, a cost savings of over \$1.2 million will be realized with the development of this corridor. In addition to the right-of-way, the construction of a roadway within the jurisdiction and control of the Village of Algonquin for the same 11,600 foot length will also result in over \$2 million of storm sewer, curb, gutter, pavement, and restoration that will not be necessary for full construction of the corridor. Certainly, the bridge structure crossing the Fox River is the most significant cost to the whole project.



Sierra Club

Illinois Chapter

1 North LaSalle St., Suite 4242, Chicago, IL 60602
(312) 251-1680 • (312) 251-1780 (FAX)

August 6, 1998

Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Attention: Ms. Nancy L. Magnus

RE: Fox River Bridge Crossings
Federal Document No.: FHWA-IL-EIS-93-01-D/4f

DISTRICT ONE

AUG 11 1998

BUREAU OF LOCAL
ROADS AND STREETS

Dear Mr. Kos:

The Illinois Chapter of the Sierra Club comments on the above-referenced document as follows:

1. The alternatives analysis and consideration of the no build alternative is inadequate. There is no reason to believe that new development will necessarily occur further west if new bridges are not built. It is not enough to state baldly that lack of bridges will lead to sprawl further west. (see pp. 3-2).
2. The Red Gate Corridor has numerous unacceptable impacts on forest preserves, historic properties and existing homes. It clearly must be rejected.
3. The Illinois Route 56/Oak Street Corridor proposal is unnecessary in view of other recent transportation developments.

Sincerely,

Albert F. Ettinger
Water Issues Coordinator and
Counsel

AFE:ndb
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One Earth, One Chance

This paper was recycled from 50-100% post-consumer waste using a chlorine-free bleaching process.

November 17, 1998



Robert Skidmore: Special Projects Engineer
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

DISTRICT ONE

NOV 30 1998

Dear Mr. Skidmore:

BUREAU OF LOCAL
ROADS AND STREETS

The Sierra Club has long been opposed to any use of Forest Preserves in Kane County or elsewhere for bridge and or highway construction. In 1892, John Muir founded the Sierra Club to "enjoy, promote and protect the wild places on earth". The Kane County Forest Preserves may not be wild, but they are open space, protected and "held in public trust".

They provide for a quality of life not equaled by a 2 week vacation in the mountains, on a ski slope or at the beach once a year. Forest preserves are home to numerous plants and animals, enjoyed by the citizens of Kane County on a year round basis as well as bike trails, ski trails and simply places to sit under a tree and dream. A weekend bike trip or hike is frequently the goal at the end of a stressful week at work, school or at home. To bisect any of these areas with a bridge is to fragment the limited greenway that we so often hear the forest preserves board members and staff talk about.

We have reviewed the EIS and can see nothing except a disruptive way of life for Kane County residents, flora and fauna if a bridge is constructed on any forest preserve land. Following are a few specifics that we would like you to consider:

- A. According to the mission statement of the Forest Preserve District, "forest preserves are land held in public trust". No where does it state until such a time as that land might be used for other means.
- B. Kane County has the least amount of preserved land of any of the collar counties, not a record to be proud of.
- C. Parking is presently allowed on both sides of the Rt 64 bridge in St Charles. Is this the best use of a highway in an area alleged to be a "bottleneck" of traffic woes? Have all prudent means been exhausted to solve traffic problems?

As you contemplate the best solutions for the traffic problems of Kane County, we ask that you keep uppermost in mind, the quality of life of all Kane County residents.

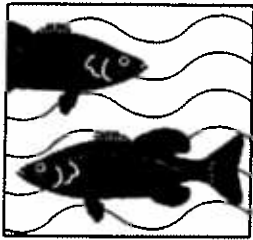
Sincerely

Fran Caffee Vice Chair

Sierra Club: Valley of the Fox Group

cc: Michael McCoy, Kane County Board Pres.
Jack Cook, FPDKC Pres.
FPDKC Board Members

L Mark



Friends of the Fox River • P.O Box 1314 • Crystal Lake, IL 60039-1314 • 847-842-8500

DISTRICT ONE

F R I E N D S
O F T H E
F O X R I V E R

BUREAU OF LOCAL
ROADS AND STREETS

Mr. John P. Kos, P.E.
District Engineer, District One
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Il. 60196-1096

August 14, 1998

Dear Mr. Kos:

Friends of the Fox River (FOFR) would like to express the following comments with regard to the Fox River "new bridge" study:

1) There appears to be a very shallow analysis of "no-build" and "congestion management" alternatives. Many of the presumptions of negative impacts under these two alternatives seem illogical and questionable. For instance the following statements are mistated:

(P.3-1) "with no new crossings, existing communities will find congestion increasing across the Fox River." (FOFR comment: the implication is that with bridges congestion will not increase, or increase less, a certainly doubtful situation.)

(P.3.1) "as a result of increased development and the automobile dependency caused by dispersed development, traffic volumes will increase." (FOFR comment: This is of course a self-fulfilling prophecy. If dispersed development is dependent on a dispersed road system, than dispersing new bridges will increase auto dependency.)

(P.3-2) "a sense of community from the sharing of municipal services and other facilities will be diminished as trips within a shorter area become more difficult." (FOFR comment: additional congested roads and bridges could be argued to break up existing communities as well. Our sense of community is strongest in our neighborhoods and in the sharing of a beautiful valley landscape, and not in our shared municipal services.)

(P.3-4) "with the dispersed spatial and temporal crossings of the Fox River, it is not expected that TDR could appreciably affect the capacity shortfall..." (FOFR comment: We agree, that is why additional dispersed spatial and temporal crossings should not be allowed. If allowed, than the study should truthfully state that one of the

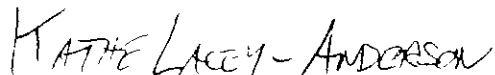
intended consequences of the expanded number of crossings is to insure that TDR techniques will never work in the Fox River valley communities.

2) There is no recognition in the Impact Statement that computers and communication advances are changing our society and the way in which we work, shop, and travel. All of the discussion in the Impact Statement seems to imply that the work and shopping trips observed in the past will be the same in the future. FOFR would suggest that this is obviously not true. These patterns are shifting already to more work stations at home, less daily commuting, and more shopping from the home computer terminal. This study is seriously flawed in its basic assumptions from the very beginning by not even attempting to recognize the resulting shifts in travel patterns which will have a very real impact on any needs analysis for additional bridges.

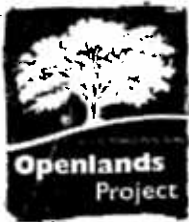
3) The Fox River communities have made enormous strides in creating a quality of life which preserves sensitive environmental habitats and open space preserves, which respects the beautiful river and valley landscapes, which reinvests in older downtown communities, and which depends on a growing pedestrian and bike trail system for local transportation movements to jobs, shopping, and other activities. The bridge crossings being proposed in this study in all circumstances do damage to these quality of life features.

For these reasons Friends of the Fox River can not support the narrow focus and recommendations of this study.

Sincerely,

A handwritten signature in black ink that reads "KATHE LACEY-ANDERSON". The letters are in all caps and have a cursive, slightly slanted appearance.

Kathe Lacey-Anderson
President



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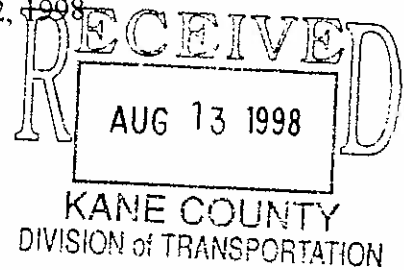
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August 12, 1998



VIA FACSIMILE AND U.S. MAIL

Robert Skidmore
 Special Projects Engineer
 Kane County Division of Transportation
 41W011 Burlington Road
 St. Charles, IL 60175

Dear Mr. Skidmore:

Openlands Project appreciates the opportunity to comment on the Draft Fox River Bridge Study Environmental Impact Statement and Section 4(f) Evaluation (EIS) for the five bridge corridors under consideration by the Kane County Board. Openlands Project is a 35-year old non-profit conservation organization that seeks to increase and enhance public open space.

Open space is a vital component of this region's infrastructure -- contributing to the livability, vitality and economic success of northeastern Illinois. As the Kane County Board plans to improve transportation through construction of one or more bridges over the Fox River, it must consider, in a meaningful way, the importance of this "green infrastructure." Openlands urges the Kane County Board to carefully consider all alternatives available, and to make every effort to protect and enhance open space as plans are made to alleviate Kane County's congestion problems.

Although Openlands Project has not taken a position on the need for construction of any new bridge over the Fox River, we do have several serious concerns about the effects certain alternatives would have on open space. Openlands has reviewed the EIS and would like to make the following comments:

Openlands Project opposes the use of Forest Preserve District property for construction of a new bridge over the Fox River. In particular, Openlands is concerned about the adverse effects on Forest Preserve District property and the negative precedent that will be set by such proposals.

In the North Region, the Bolz Road Corridor would cut through a portion of the Algonquin Shores Forest Preserve, segmenting a linear corridor used by wildlife. In the Central Region, a similar, but even greater disruptive



effect would occur in the Red Gate Road Alignments B and C. Here, Alignment B would segment the north portions of the Fox River Bluff East (a.k.a. Severson Forest Preserve) and West (a.k.a. Red Gate Forest Preserve) Forest Preserves, and Alignment C would cut through the middle of the Fox River Bluff West Forest Preserve bisecting the holding.

The effect of construction on these Forest Preserve holdings would be severe and forever. Such land provides habitat required by birds, mammals, and the whole interdependent network of life. Large Forest Preserve holdings act as a linear corridor for the movement of wildlife. The placement of a roadway through such lands will result in increased wildlife accidents and a lost opportunity to restore and preserve the flora and fauna of the region. It will also diminish the quality of life for all who use the Forest Preserves. Recreational activities will become marred by noise and fumes from nearby vehicular traffic and from the negative impact of runoff from the roadways in the Forest Preserves.

Further, to set a precedent which dictates that the Forest Preserves can be swapped and lost to infrastructure improvements is dangerous in light of the enormous onslaught of growth that is forecasted for the year 2020. Between 1970 and 1990, the population increased in the Chicagoland region by only 4%, yet there was a 46% increase in residential land consumption. It is forecasted that population will increase by nearly 25% by the year 2020. With this growth, the pressures on open space will only get worse.

As a result, Openlands Project believes that we should be zealously guarding and protecting the public open space that still remains -- rather than fragmenting it with further infrastructure.

Thank you for your consideration of our concerns.

Sincerely,



Jonathan E. Beck
Policy Coordinator

cc: Jack Cook, Kane County FPD
Jon Duerr, Kane County FPD